

# THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

## CONTENTS FOR APRIL, 1926

The Capitol at Richmond, Va.	Frontispiece			
The Progress of the World—				
History, as Made and Written.....	339	Education in the New South.....	365	
"These Eventful Years".....	339	BY WALLACE BUTTRICK		
The Building of the Middle West.....	339	Intellectual Progress in the South.....		367
The Race and Its Habitat.....	340	BY EDWIN MIMS		
Florida Becomes Nationalized.....	340	America Discovers Dixie.....		371
Investments in Remaking America.....	340	BY CLARENCE POE		
New York in Twentieth Century Expansion.....	340	The South's Resources.....		387
The Old South and Its New Prospects.....	341	BY RICHARD H. EDMONDS		
Two Leaders Who Interpret Progress.....	341	The Industrial South.....		397
A Typical Southern Manufacturer.....	342	BY JOHN E. EDGERTON		
Education—the South's Great Aim.....	342	Railroad Expansion in the South.....		401
Health as a Public Concern.....	342	BY SAMUEL G. WILMER		
The Duke Endowment for Public Health.....	342	A Million Dollars a Year for Carolina		
Water-Power—Looking to the Future.....	343	Hospitals.....	406	
Muscle Shoals to Be Leased.....	343	BY W. S. RANKIN		
Power Control in New York.....	343	The Reaction from Locarno.....		409
Mr. Young's Opinion.....	344	BY FRANK H. SIMONDS		
Complicated Interests.....	344	Colonel House Breaks the Seals.....		419
New England Meeting New Situations.....	345	Sufferings of the Assyrian Christians.....	422	
Conditions in Anthracite Fields.....	345	BY SIR HENRY LUNN		
The Hughes Report.....	346	College Athletics and Scholarship.....		423
A Plan for Governing New York.....	346	Leading Articles of the Month—		
Politics not Wholly Excluded.....	346	Justice Holmes at Eighty-five.....	425	
Ship-Canals and Rival Routes.....	346	A Challenge to Modernists.....	426	
The Neglected Barge Canal.....	347	Two Enterprising Publishers.....	427	
What Is Feasible?.....	347	British Engineers on American Efficiency.....	428	
The New Orleans Outlet Comes First.....	348	Dr. Wallace Buttrick on Education.....	429	
When Ship Canals Are Ready.....	348	Notes of an American Educator Abroad.....	430	
What of the New York Route?.....	349	Housing in New York.....	431	
The Southward Trend.....	349	The Jazz March.....	433	
Taxation and Finance at Washington.....	350	Teaching the Deaf by Radio.....	434	
French Finance in Contrast.....	350	The Sad Case of the American Indian.....	435	
France Should Be Relieved.....	350	Spanish Studies in the United States.....	436	
America and France.....	351	Physical Education for All as a College Aim.....	437	
The Pending Italian Settlement.....	351	The Small-Town Newspaper and Politics.....	438	
A Timely Moment.....	351	Instalment Purchase of Automobiles.....	438	
Ask American Tax-payers!.....	352	Twenty-five Years Ago.....	439	
Good Work to Be Followed Up.....	352	America in the Foreign Press.....	440	
Germany Enters the League.....	352	American Plays on the British Stage.....	441	
Planning to Study Disarmament.....	352	Commercial Aviation in Europe.....	442	
The New Revenue Bill.....	353	Forty Books Which Stood One Year's Test.....	443	
The Limit of Reduction.....	353	Books Children Themselves Like.....	444	
Chief Features of the New Tax Bill.....	354			
Effect on the Treasury.....	354			
Nickel Plate Merger Rejected.....	354			
The Question of Minority Control.....	355			
The Commission Refuses to Prescribe.....	356			
A New Railroad Labor Bill.....	356			
The Gist of a Month's News.....	357			
The Season's Topics in Cartoons.....	360			
The New Books.....		445		

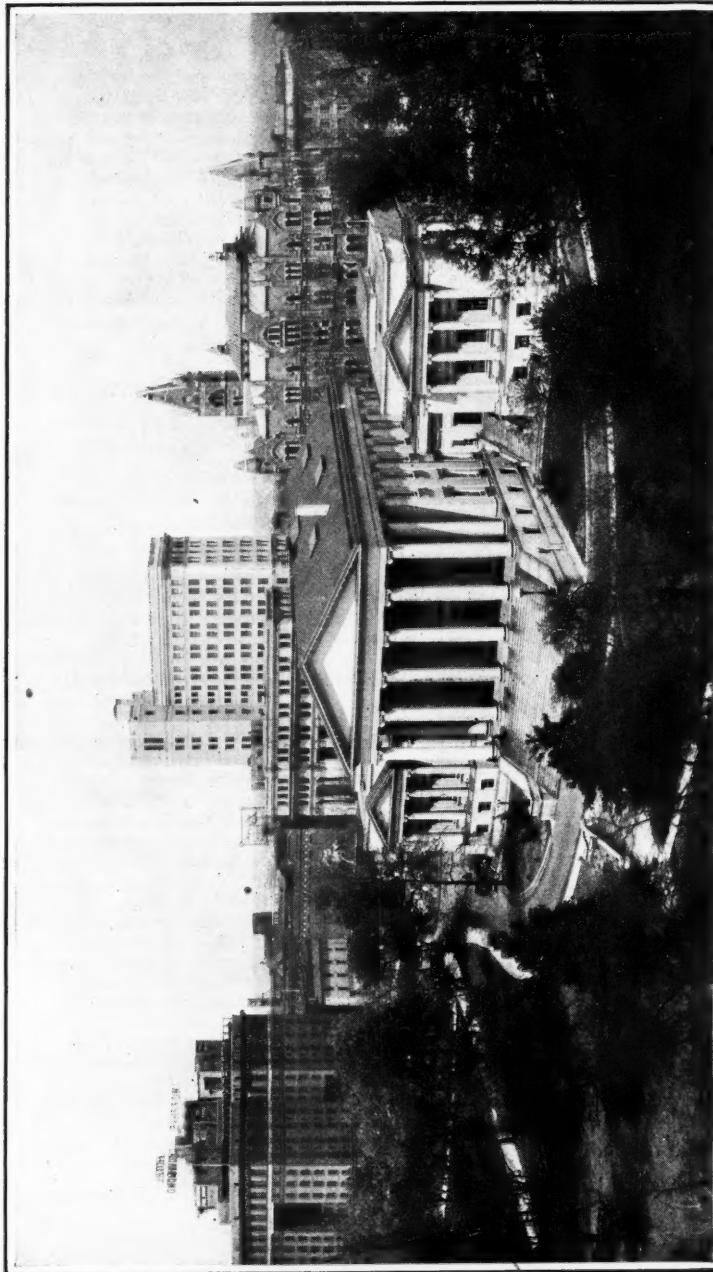
Investment Questions and Answers..... Page 8, advertising section

**TERMS:**—Issued monthly, 35 cents a number, \$4.00 a year in advance in the United States and Canada. Elsewhere \$5.00. Entered at New York Post Office as second-class matter. Entered as second-class matter at the Post Office Department, Ottawa, Canada. Subscribers may remit to us by post-office or express money orders, or by bank checks, drafts, or registered letters. Money in letters is sent at sender's risk. Renew as early as possible in order to avoid a break in the receipt of the numbers. Bookdealers, Postmasters and Newsdealers receive subscriptions

**THE REVIEW OF REVIEWS CORPORATION, 55 Fifth Avenue, New York**

Publishers of THE REVIEW OF REVIEWS and THE GOLDEN BOOK MAGAZINE

ALBERT SHAW, Pres. CHAS. D. LANIER, Sec. and Treas.



#### THE OLD SOUTH AND THE NEW, IN RICHMOND, VIRGINIA

(This picture illustrates—perhaps better than any other single one could—the recent progress of the South, which forms the principal topic of this number of the REVIEW OF REVIEWS. In the foreground is the historic State Capitol, completed in 1796, in the planning of which Thomas Jefferson was interested. The granite structure, with the tower, is the City Hall, and in the background are some of Richmond's modern office-buildings of which any city might well be proud)

# THE AMERICAN REVIEW OF REVIEWS

VOL. LXXIII.

NEW YORK, APRIL, 1926

No. 4

## THE PROGRESS OF THE WORLD

*History, as  
Made and  
Written*

Historians have always found it convenient to deal with the experiences of mankind by hard and fast divisions of time and place. The study of special epochs or periods, and the narratives devoted to particular countries or localities, constitute most of the writings in what we call the field of history that aggregate hundreds of thousands of volumes. In reality, epochs and periods have seldom been sharply separated by divisions of time, but rather have blended together as springtime merges into summer. Neither can the history of any locality be regarded understandingly apart from its relationships to other places and to things in general. This remark was strikingly illustrated in the March news as it came day by day from Geneva. Each of almost threescore sovereignties, great and small, is exhibiting an intensified sort of local self-consciousness, yet at the same time, they are all aware as never before of the broader interests that have to be conserved by co-operative effort through such agencies as the League of Nations. We are nowadays exploring the remains of ancient civilizations, with results that come home to the man in the street. In short, we are learning to interpret all things present and local through the guidance of the historic past and of human experience at large.

*"These  
Eventful  
Years"* With these qualifying remarks, it remains an obvious fact that it is, in practice, quite impossible to understand the times in which we live or the people of any earlier generations except as we make intensive examination of human society by race or country or locality. And we find time limits so relating themselves to events, that we are

justified in fixing dates as historic milestones. Great wars, large migrations, geographical discoveries, the sweep of religions, the adoption of new inventions such as the use of steam power, the ups and downs of empires and the rise of free states—all such things and various others have to do with the fixing of these milestones that mark epochs or periods. Anniversaries in themselves do not provide these more important demarcations, but they help to call our attention to the notable events of the past, and are thus valuable for our instruction, inasmuch as the movements of history are to no small extent influenced by the popular sentiments that derive strength from the study of the lessons of example or warning that earlier experience supplies.

*The Building  
of the  
Middle West* For example, in our issue of last month, emphasis was placed upon the remarkable historic movements that have resulted in the creation of our agricultural commonwealths of the upper Mississippi Valley. Mr. Weaver's study of the upbuilding of Iowa set forth an achievement that can only be understood when one realizes something of the far-reaching factors that contributed to produce the result. Steamships and railroads had made it easily possible to gather the new populations and distribute them across the Western prairies. Immense growth of industrial populations in Europe and in the northeastern part of the United States afforded markets for the food products that could be more cheaply derived from the rich prairie soils at that time than from any other sources. The ending of the Civil War had brought about a national situa-

tion that stimulated Western migration from the South as well as from the States of the North and East.

*The Race  
and Its  
Habitat*

The most notable thing about the new States of the Mississippi Valley is their belief in a trained democracy. They have shown rare capacity for social order and for the maintenance of high educational and ethical standards. This being the case, the economic problems that arise in relation to the rewards of industry, whether on farms or in factories, can hardly fail to be solved satisfactorily. The great triumph of the prairie States lies in the production of men and women of the most extraordinary power to apply sustained and intelligent effort. They show readiness to go anywhere in the world to do work that demands strength, character, and mentality.

*Florida  
Becomes  
Nationalized*

In one of the issues of this magazine last fall, the story of the recent progress of Florida was recounted. Quite apart from a passing phase of frenzied speculation that had seized upon the Florida movement as affording opportunity for those who like to gamble in the rapidly changing values that accompany what we call a boom situation, there were reasons of the most solid and enduring kind for the development of a State whose natural resources had hardly been touched. No comparable area in the world has so long a coastline for the varied purposes of winter visitors and of commercial transportation as Florida. No other area with which it can well be compared is so well placed for producing and marketing citrus fruits and a variety of market garden products as Florida. And it is now true of Florida, as it was already true of southern California, that such immense investments have been made in creating what we may call the new civilization—social and economic—that it would not be possible, humanly speaking, to put a stop to the further course of a development whose lines have been thus substantially laid down.

*Investments  
in Remaking  
America*

We now begin to perceive clearly that the post-war reconstruction of the United States as a whole is to be based upon very large expenditures—essentially coöperative in their character—for the better utilization

of resources and the more equitable distribution of benefits. As we have often pointed out, the evolution from rude beginnings and pioneer hardships to a relatively mature social condition, whether in one part of the country or another, is of decided benefit to the country as a whole. American progress is expressed in many ways, and notably in recent commercial statistics. Our aggregates of imports and exports are colossal when compared with those of twenty-five years ago. And the growth of our internal exchanges is almost fabulous in volume and value. This growth is reflected in every commercial center, whether in the interior of the country or on the seaboard.

*New York in  
Twentieth Cen-  
tury Expansion*

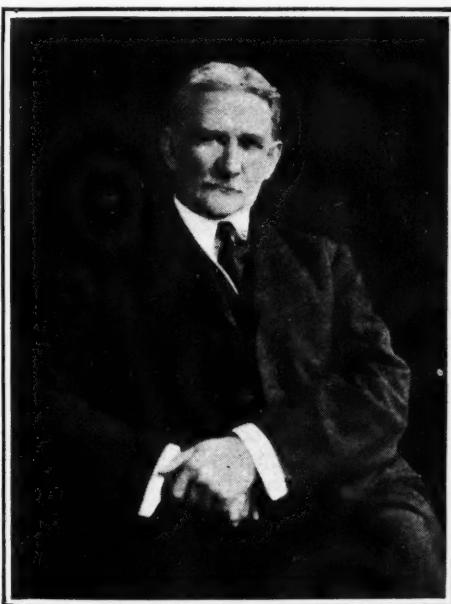
New York people, some of whom are not well informed about America at large, were surprised the other day to be told that their own Borough of the Bronx had within twenty-five years grown in population from a community of perhaps 40,000 people to one of approximately 1,000,000 inhabitants. Within a very brief period, certain changes around the two immense railroad terminals in New York show transformations taking place within the heart of the city that are comparable in statistical surprises with those of the suburbs. Thus, taking the strictest and most limited boundaries for what may be called the Grand Central Terminal zone, the assessed valuation of improvements has jumped from less than \$15,000,000 to \$150,000,000. The assessed value of the land itself has increased fourfold and the city is enabled to collect some \$10,000,000 annually in real estate taxes as against about \$800,000 in the earlier year. Values are growing at an even faster rate around the Pennsylvania Terminal. As for the massing of values in the Wall Street district and other localities of New York, recent statistics would show contrasts hardly less sensational. It would be a great mistake, looking on at such changes in the nation's largest city, to forget that the growth of New York is merely a detail in a larger movement, and that this concentration at the mouth of the Hudson is due to forces that are not only nation-wide but world-wide. New York would not grow but for the vitality that makes many other cities grow at the same time. Some of the pictures in this issue suggest rapid changes in cities of the South.

*The Old South and Its New Prospects* Thus it is necessary to grasp some of the essential facts inherent in our past history and in our present economic status in order to understand the progress of any particular State or section. This remark, furthermore, applies directly to the various changes that have recently been taking place in the wide area that we call "The South"—a development that is to be greatly accelerated in the decades immediately before us. This region lies southward of Baltimore, Washington, and Cincinnati, and for the purposes of our present discussion it is mainly east of the Mississippi River. We are devoting a good many pages in this number of the REVIEW OF REVIEWS to description and analysis relating to the older South and its present claim upon the world's attention. All the matters presented in these articles are inextricably associated with the affairs of other regions and communities. They are written and published for their national significance rather than for any reasons of local or sectional exploitation. Nothing indeed could be further from our motive in presenting such articles than to promote booms or to set one region in competition with another.



MR. JOHN E. EDGERTON, OF TENNESSEE

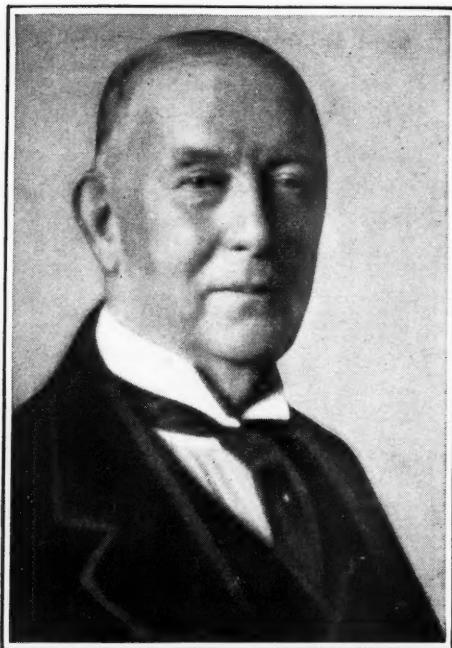
(Mr. Edgerton is a prominent trustee of Vanderbilt University and a leader in education and philanthropy who is also widely known in the textile industry and has been especially prominent, since 1921, as president of the National Association of Manufacturers)



MR. RICHARD H. EDMONDS, OF BALTIMORE

(For forty-four years Mr. Edmonds has carried on the famous periodical entitled the *Manufacturers Record*, which is devoted especially to the industrial and commercial interests of the South, but is also of national importance in its range of interest)

*Leaders Who Interpret Progress* Nor could any such purpose for a moment have actuated any one of the competent writers whose pens have produced the notable articles that we are glad to publish. Mr. Richard H. Edmonds, of Baltimore, through his great periodical known as the *Manufacturers Record*, has for many years interpreted the economic South to the country while winning recognition everywhere south of the Potomac as a leader of the clearest intelligence and of the wisest foresight. His picture of contrasts between the older South as he knew it and the present-day South as he has helped to shape its progress is authentic and convincing. Mr. Clarence Poe, of Raleigh, North Carolina, is one of the most influential Americans of our generation. The journals that he publishes in several States for the training and guidance of Southern farmers and their families are not merely technical in their treatment of rural life and industry, but are inspiring in their devotion to all that makes for social betterment. Mr. Poe has traveled widely and knows the life of farming folk everywhere.



© Victor Georg

**THE LATE JAMES BUCHANAN DUKE, OF NEW YORK AND NORTH CAROLINA**

(Before his death, Mr. Duke set aside great funds for the endowment of the university that now bears his name, and for other philanthropic purposes. These funds were further increased in amount by virtue of provisions contained in his will)

*A Typical Southern Manufacturer* Mr. John E. Edgerton, of Tennessee, has been five times chosen president of the National Manufacturers' Association, and is himself connected with the Southern textile industry. But Mr. Edgerton in his earlier years trained boys for college, and he is first of all an educator. He is a trustee of Vanderbilt University; and he is known as a devoted worker in many worthy causes. He is concerned with the uplifting of the poorer classes in the South; and is at home everywhere with all sorts and conditions, whether factory hands, railroad presidents, United States Senators, humble workers in the cotton fields, or children in Sunday schools. He writes of industrial conditions.

*Education—the South's Great Aim* There is no other man in the United States, perhaps, who has had such opportunities to follow the course of Southern educational progress during the past quarter-century as Dr. Wallace Buttrick, of New York, who is now chairman of the General Education Board and was until recently its president,

having been relieved from the executive task by Dr. Wickliffe Rose. In brief paragraphs, full of facts that speak eloquently for themselves, Dr. Buttrick tells the tale of almost unprecedented advancement in the provision of schools and the training of teachers. He condenses here what he would need large volumes to express if he told the whole story as it is familiar to him. Prof. Edwin S. Mims, than whom no one is more familiar with the literary and cultural aspects of Southern life and character, has furnished a brief article that gives a foretaste of more extensive chapters from his pen that are soon to appear in book form.

*Health as a Public Concern*

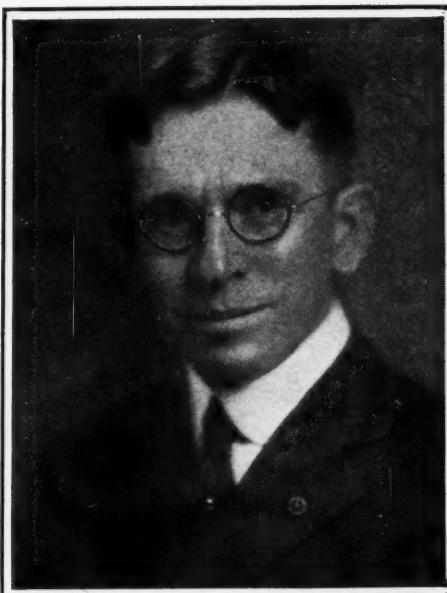
A hundred years hence, the discriminating student of American life in this first quarter of the twentieth century will probably find material for his most significant chapters in the changed circumstances that surround the health of communities. The death rate has fallen rapidly everywhere, but especially in the South. Warm climates have always been conducive to the spread of infectious and contagious diseases. But we have stamped out Asiatic cholera and yellow fever; have almost eliminated smallpox; have found ways to conquer malarial fevers; and have been making rapid progress against tuberculosis and various diseases of children. The application of all the new methods for the prevention of epidemics has done more than any other one thing to give assurance to the more rapid settlement of Florida and of other Southern districts. But we have only begun to modernize public health administration as based upon the discoveries of science, and to bring improved medical practice to the homes of people scattered throughout our rural districts. Hitherto the greatest of all benefactors in the fields of medical research, public health administration, and the higher training for medical practice has been Mr. Rockefeller, working through various organizations and institutions.

*The Duke Endowment for Public Health* The money of another great benefactor is now destined to take its place in the annals of health progress. The late Mr. James Buchanan Duke left a fortune of many millions of dollars, a part of which is to be devoted to the endowment and expansion of the Duke University (formerly Trinity

College) at Durham, N. C., and another part to the assistance throughout the States of North and South Carolina of standardized local hospitals, each of which is to serve as a medical and nursing center for the region round about. This remarkable work for medical progress, which will proceed, county by county, throughout two great States, will be directed from the medical department of the Duke University. What this is to mean is set forth for our readers in this number by Dr. W. S. Rankin, who is the active professional representative of the Duke Endowment in this noble project, and whose account has been carefully prepared, with due authority. Considering not only the South as a section, but taking the United States as a whole, it would be hard to name anything that is more to be desired than a uniformly high standard of medical practice that shall make the best scientific knowledge available for the entire population in their several communities. Great, undoubtedly, as the work of the Duke Endowment in this regard will prove in its benefits to North and South Carolina, it may be predicted that it will be still more fruitful in the example that it sets, and that will in due time be followed in other States.

**Water-Power** *Mr. Duke's great fortune was founded in the development of the Future* an industry that has belonged to the region of Virginia and the Carolinas for more than three hundred years, namely, that of tobacco. But, during the last years of his life, his attention was principally given to the development of hydro-electric power. His foresight as regards the future of electricity generated by means of flowing water led him to investments along the Niagara, the St. Lawrence, and the Saguenay rivers. But he had been especially concerned with the development of water-power in North Carolina and the South; and it gave him much satisfaction to think that in his plans for education and public health he was relying upon the permanent economic value of the water powers of the Appalachian region. Our articles this month make due reference to the importance of water power in the present and future industrial plans of the South.

**Muscle Shoals** *During the past month Congress has acted finally upon the recommendation of President Coolidge and has passed a bill that author-*

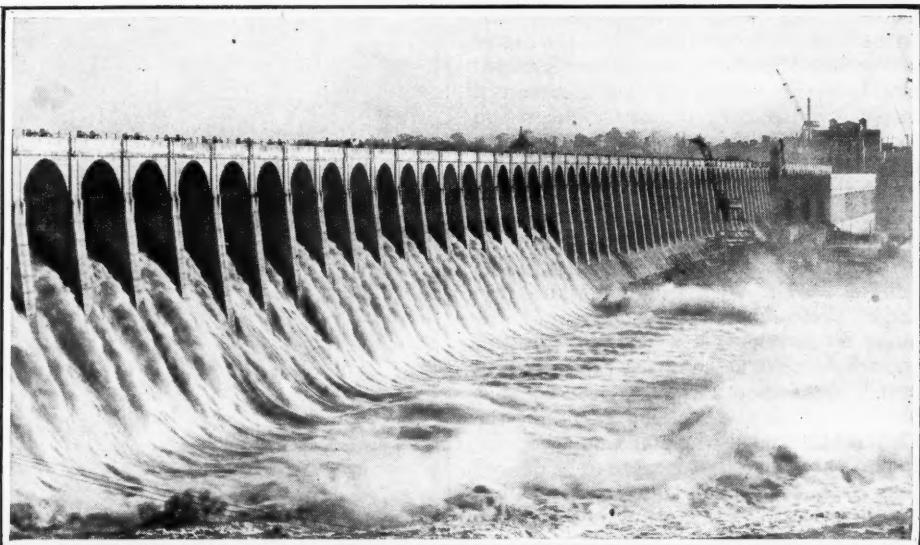


MR. CLARENCE POE, OF NORTH CAROLINA

(For more than twenty-five years Mr. Poe has conducted the *Progressive Farmer*, founded by him in 1899, with editions published at Raleigh, Birmingham, Memphis and Dallas. His career has been that of a leader in various forms of modern progress, and he may well rank with Mr. Edmonds and Mr. Edgerton as fairly belonging to the small group of foremost citizens of America)

izes a joint committee of the two houses to arrange for a lease of the great power developments the Government began during the war period at Muscle Shoals, where the Tennessee River flows through northern Alabama. The South has naturally been clamoring insistently for more than five years that something should be done at Muscle Shoals to make that great source of power available for the manufacture of fertilizers and for other commercial purposes. The report of the congressional commission is to be made before the end of April, and it is to be hoped that the Government's great expenditure, entered upon in the war period to manufacture explosives, may be soon turned to peace-time uses in a way that will be found satisfactory.

**Power Control in New York** Meanwhile, still greater water-power projects than those of our Southern rivers have been under acute discussion in New York. For many years water-power development has been retarded by failure of the people, through their State Government, to reach a final conclusion as to the best way to control such resources in the public interest. A



A VIEW OF THE WILSON DAM, LOOKING SOUTH; ONE OF THE INVESTMENTS OF UNCLE SAM AT THE MUSCLE SHOALS OF THE TENNESSEE RIVER

recent law had created a Water-Power Commission which was expected to grant leases and exercise supervision. Under this plan, large interests were preparing to make the greatest hydro-electric developments in the history of the world, by building dams in the gorge below Niagara Falls, and at two or more points on the St. Lawrence River. But Governor Smith has now demanded development of water power and retention of ownership by the State rather than by private interests. The subject has been under urgent consideration, because an immediate decision is demanded.

*Mr. Young's Opinion* The most influential exponent of the great companies that are prepared to develop and utilize water power is Mr. Owen D. Young, chairman of the General Electric Company. Mr. Young has informed Governor Smith that he does not oppose—but, on the contrary, recognizes some advantages in—the development of power projects by the State, with permanent public ownership. But, according to his view, this development should be in the hands of a Water-Power Authority, acting as a public corporation, and utilizing the proceeds of its own bond issues. Such development would be entirely removed from control by the legislature, or from exercise of the power of taxation. The water-power authority would

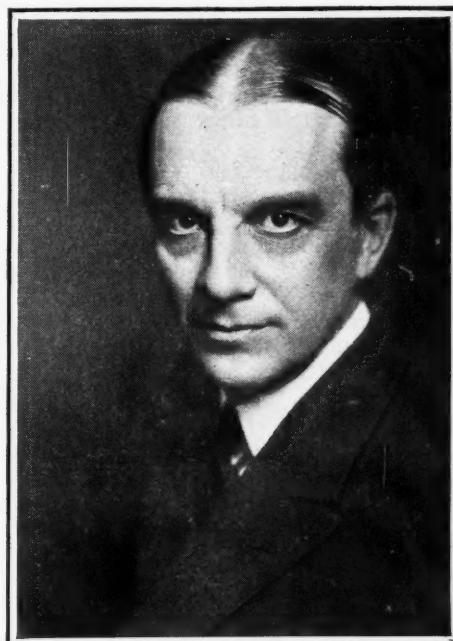
execute leases to responsible companies, which would use and distribute power; and the marketable character of its bonds would rest upon financial strength due to these leases. In the first place, the State already owns the water powers, and in the second place it could borrow money on tax-exempt bonds through its water-power authority at lower rates than could be obtained by private companies. As for the cost of building dams and executing the necessary public works, the State power authority would be in precisely the same position as regards the execution of contracts with construction companies as would any private company that might obtain leases under the existing water-power commission.

*Complicated Interests* Mr. Young lays stress upon the fact that on the Niagara and St. Lawrence Rivers it becomes necessary to deal with four different governments, namely, State and Federal Governments in the United States, and Provincial and Dominion Governments in Canada. It seems to him that a State power corporation, developing water power as permanent public property, would have certain advantages in its relation to these governments. Speaking broadly of water power development along our interior streams, Mr. Young is wholly in favor of

private rather than public control and management, although he admits the necessity of regulation in the public interest. All such enterprises are to an increasing extent recognized as so "affected with a public interest," to use a legal phrase, that they must not be "grabbed," or monopolized, in such a way as to subject the people improperly to any schemes for the enrichment of individuals or small groups. The most economical management of public utilities, generally speaking, is in large units, with the wastefulness of duplication eliminated. Good business management, the employment of the best engineering skill, open financial reports, and a wide distribution of stock ownership, will produce the best results for everybody concerned.

*New England  
Meeting New  
Situations*

With the remarkable progress of Southern industries, particularly in the textile field, as disclosed in our articles this month, it is evident that New England has reason to consider carefully its own industrial future. New England experience and capital have had much to do with the recent economic progress of the South, whether in railroad and water-power construction, in the building and management of cotton mills, or in various other activities. This is natural enough; but New England has no intention whatever to allow it to be said that its story of abandoned farms is to be followed by a story of abandoned factories. The abandoned farms were merely a transitional phase, and New England will revive its rural life with some new adaptations. The earlier factories of New England were located at water-power sites, before the days of "super-power" and of long-distance, high-tension transmission. The New England States have been increasingly dependent upon the supplemental use of coal; and it will be greatly to their advantage to make wide and thorough distribution of electrical current, deriving power from various sources, possibly from the Bay of Fundy, and perhaps in part from Canada. Where the existing investments are so large, in well-appointed cities and industrial towns, in factory buildings and plant, in transportation facilities, in skilled labor, and in special facilities for technical education, it is not to be supposed that a temporary sag in one or two important lines of manufacture, such as cotton goods and shoes, can seriously retard the prosperity of a region.



HON. OWEN D. YOUNG, OF NEW YORK

(Mr. Young's constructive mind has been exercised in various directions, although to the world at large he is best known for his part in the shaping and administration of the Dawes plan. He is a lawyer by profession, but is the active head of the General Electric Company and chairman of the board of directors of the Radio Corporation of America. With all his arduous business responsibilities, he finds time to promote large educational undertakings)

*Conditions  
in Anthracite  
Fields*

The main facts of the settlement of the Pennsylvania coal strike were presented in our March number. Evidently the miners, the operators, and the railroads were all immensely relieved. The anthracite industry was resumed with great energy, after the fruitless and wholly wasteful deadlock that had shut down the mines for half a year, lacking a few days. As our readers are aware, the miners' union and the organization of operators have agreed to get along together without strikes or lockouts for a period of five years, and to adjust their differences from time to time by amicable negotiation on a very simple and practical plan, under which two men bring in a third if the two cannot reach a settlement. Behind this agreement that grants no wage increase, but resumes work on the former scale, there seems to have been a moral understanding that the whole anthracite industry must henceforth work together in a new spirit. The State of Pennsylvania, meanwhile, might well find some way to

treat the anthracite mines as essentially related to the public welfare. The industry should be thoroughly reformed from several different standpoints, and set free from the danger of future labor disputes.

*The Hughes Report* In the field of statesmanship, the most notable achievement of recent weeks has been the report of the Hughes commission upon the reconstruction of the government of the State of New York. We have explained the circumstances in these pages more than once, but may briefly recount them again. Through piecemeal legislation over long periods of years, there had grown up boards, commissions, departments and agencies, each of which was carrying on some part of the government of the State, to the total number of about one hundred and eighty. Some of these were large and important in the scope of their authority, and others were small and obscure. But, taken as a whole, they constituted an almost impenetrable jungle—an administrative wilderness that baffled successive governors and that was beyond all hope of orderly supervision or control. The constitutional convention of 1915 provided a plan for grouping these agencies into about twenty departments, each with a responsible head, who in turn would be accountable to the governor. This plan would have been adopted by the State, but there were other things in the proposed constitution that led to its defeat.

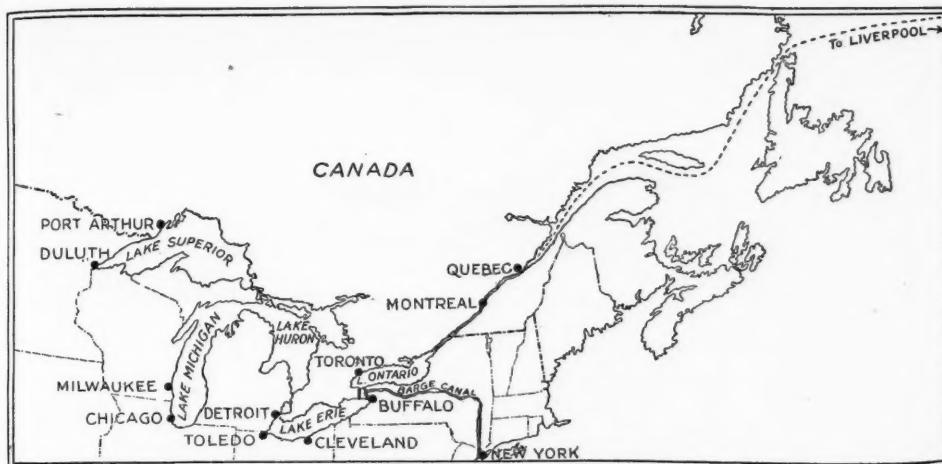
*A Plan for Governing New York* Last November the people of the State ratified several constitutional amendments, and one of them provided for this reconstruction. To map the wilderness, however, and to arrange a concrete plan under which to make it manageable, was no easy task. It was assigned to a commission of able and experienced men, working under the chairmanship of Hon. Charles E. Hughes. The report was completed and made public on February 26. The legislature had dealt expeditiously with its regular work, in order to be prepared to take up the Hughes report and if possible enact the necessary legislation before adjournment. It is fortunate that so fundamental and so extensive a project of governmental reform should have had the support of the most experienced leaders in both parties, and should have been based upon expert study.

*Politics  
not Wholly  
Excluded*

Incidentally, of course, there are some questions of politics involved in proposed changes. The extension of the term of the Governor (from two years to four) precipitates the question whether the Governor is to be elected in presidential years or midway between. Many Republicans favor election in presidential years because their party in New York is relatively strong when the national situation dominates, and relatively weak when State and local questions come up by themselves. But on general principles it is best, whenever possible, to have State elections in separate years, so that State questions may not be made subordinate to national politics. Another issue involved in the new scheme has to do with the supervision of transit and public-service corporations in New York City. The so-called home-rule leaders wish to abolish State supervision altogether, and have the utilities of the metropolis supervised by the municipal government itself. The Hughes report provides for a State Transit Commission divided into two sections, one for the metropolis and the other for the rest of the State. The report also supersedes the present water-power commission, and creates a more inclusive department of public works that will bring all such problems as those of water-power leases more directly under the control of the Governor.

*Ship-Canals  
and Rival  
Routes*

Meanwhile, another issue has arisen in the State of New York about which there is agreement regardless of party. The demand of the upper Mississippi Valley for water transit to the sea happens to synchronize with the report of Col. Frederick Stuart Greene, head of the New York public works department, on the operation of the so-called barge canal that connects Lakes Erie and Ontario with the Hudson River at Albany. The old Erie Canal was opened a hundred years ago, and it served a great purpose for many years in giving Western produce access to the East, and also in the westward movement of commodities. But the canal was always closed, by reason of ice, for almost half of each year; and in due time the railroads became so efficient in the handling of ever-increasing quantities of freight that the canal, as originally built, became a mere relic of the past. Then it happened that certain enterprising gentlemen, who were perhaps more skillful in the



AN OUTLINE MAP TO SHOW THE TWO COMPETING ROUTES OF PROPOSED SHIP CANALS FROM GREAT LAKES TO THE ATLANTIC

(The existing barge canal, through the Mohawk Valley of New York State, connects with the Hudson River at Albany. It is proposed to nationalize this route and deepen and enlarge the canal for ocean-going ships. The St. Lawrence route proposes further to enlarge Canada's Welland Canal, now connecting Lake Erie with Lake Ontario with a series of locks, and to construct a greatly deepened and enlarged channel between Lake Ontario and Montreal)

political arts that formerly prevailed in the State of New York than in their understanding of transportation problems, succeeded in committing the State to the issuing of bonds to enlarge the narrow and shallow waterway of Governor Clinton, and thus to give us the present so-called barge canal.

*The Neglected Barge Canal* First and last, this enlargement must have cost New York State nearly \$300,000,000; and its annual support costs a full tenth of that amount, although the canal is so little used that if it were non-existent there would be no appreciable change in the statistics of transportation. There was never any clear reason why so costly a barge canal, that was expected to help Western States keep down through freight rates, should have been paid for solely by the people of New York State, who could never have hoped to derive large direct benefits from it. At the time the barge canal was under discussion, there was ample intelligence to point out the obvious fact that this route ought to be nationalized, with a view to the ultimate construction of a ship-canal in the full sense of that term. But such suggestions were swept away, and now it is at last admitted that the barge canal is a failure. Landings, warehouses, and terminals have been provided at great cost to invite business, but they are virtually unpatronized.

#### What Is Feasible?

Meanwhile, the Mississippi River system is under constant improvement, and within five years there will probably be a nine-foot channel available for fleets of barges to New Orleans and the Gulf. Proposals to commit the United States to a large expenditure jointly with Canada to improve the St. Lawrence route are well organized, and advocates of that plan are carrying on a campaign that is intended to convince the farmers of the West that to bring ocean steamers past Montreal into the Great Lakes would somehow restore, in full tide, the prosperity of agriculture. It would be more agreeable to please the various waterway enthusiasts by endorsing all of their theories, and supporting all of their proposals, than to incur their displeasure by expressing doubts. Their tendency to use impatient language does not help their respective projects. Frankness compels us to say that the expenditure of a billion dollars, through the next fifteen or twenty years, in attempting to bring ocean ships in unbroken voyage to the heart of North America would perhaps be followed by disappointing results. Is it certain that ship canals would repay the American people for the vast investments that are proposed? About no other public question has it been so easy for the West to fall under the spell of hallucinations. There is no assurance as to major movements of future heavy traffic.



THE PORT OF NEW ORLEANS—A GLIMPSE OF ONE OF THE GREAT PUBLIC WAREHOUSES AT THE ENTRANCE OF THE INDUSTRIAL CANAL

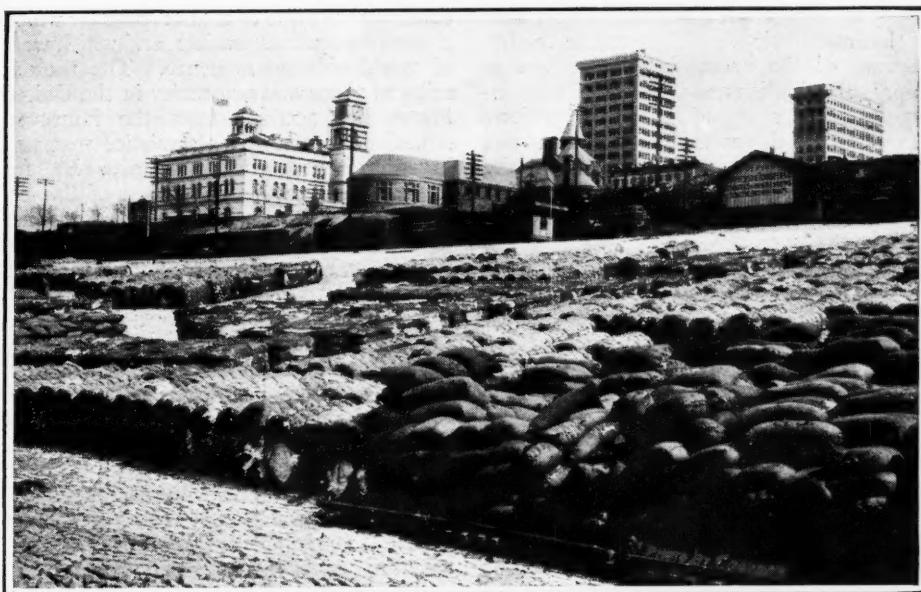
(New Orleans is fast becoming one of the greatest seaports in the entire world, this movement being accelerated by the ship canal that connects the Mississippi River with Lake Pontchartrain, which vast basin becomes a land-locked extension of the Port of New Orleans, with its own entrance to the Gulf of Mexico)

*The New  
Orleans Outlet  
Comes First*

Our existing system of interior waterways may well claim immediate attention. We have learned much about river control through long experience, and we have now discovered that many advantages besides improved navigation may be derived from the completion of the Mississippi River work, as well as the Ohio River, Missouri River, and other tributary projects. With changing conditions, there is to be an immense increase in North and South traffic, as compared with East and West lines of shipment. With its utilization of Lake Pontchartrain for port purposes, New Orleans is at the beginning of a new commercial epoch that should be regarded as of national rather than local significance. In the early days of steamboating, Pittsburgh and New Orleans had reciprocal interests that were fully recognized. With reliable navigation down the Ohio, and upon the Mississippi from the Twin Cities to the Gulf, there will be marked advantages to hundreds of communities that are not as yet even aware of the great future that awaits the full utilization of our Gulf outlets. It will be wise for the Middle West to press strongly for the rapid completion of work along these interior waterways. Upon this subject there can be fruitful agreements, and results are in sight that justify immediate outlays.

*When Ship  
Canals  
Are Ready*

But when it comes to ship canals deep enough for vessels drawing twenty-five or thirty feet to connect our Great Lakes with the Atlantic, there is nothing ahead of us but surveys, estimates, and heated arguments, for many years to come. Before ships from Liverpool or Hamburg could take on cargoes at Chicago or Duluth, we should no longer raise in the United States a single bushel of wheat to export to Europe. Within a few years we shall be consuming more wheat in the United States than we produce. Meanwhile, barges down the Mississippi could handle the wheat and flour exports of Nebraska, Kansas, and adjacent States far better than the phantom ships that might traverse the tortuous pathway of the Erie Canal, or lock themselves ingeniously around Niagara to attain the lower levels of the St. Lawrence estuary. It is far better to do the thing that is in hand and in sight, and not to indulge in rainbow dreams. The West always expends so much energy in advocating what it thinks it wants that it is to be regretted that more time is not given to advance research. The Canadian Northwest now expects to send wheat to Great Britain for many years to come; but in due time we shall abolish the wheat tariff, and the Canadian surplus will move southward to the United States and westward to the Pacific.



A SCENE ON THE MISSISSIPPI RIVER FRONT AT MEMPHIS, TENN.

(The picture shows the levee with its bales of cotton awaiting transport by river steamer. Beyond is the railroad, and in the distance are some of the modern business buildings typical of the new South)

*What of  
the New York  
Route?* It is perfectly understandable that New York State should wish to confer upon Uncle Sam the doubtful gift of its costly and useless barge canal. It does not follow that Uncle Sam would be well advised to accept the tender. Of course, no one supposes for a moment that the Hon. Dwight F. Davis, Secretary of War, had the remotest thought of possible hostilities between the United States and Canada, when he assented to Congressman Dempsey's view that a canal wholly within American territory would be more valuable from the standpoint of military defense—a view in which Secretary Wilbur, of course, concurred. It happens that more than a hundred years ago we made agreements which practically neutralized the Great Lakes as regards armed ships. In case the United States were involved in a war with a combination of European Powers, the British Empire remaining neutral, it might technically become impossible for us to construct war craft in shipyards on the Lakes, and send them to the ocean through a canal not wholly within our sovereign jurisdiction. This is a point of theory, and in our own opinion it has no vital bearing upon questions of economic policy. The best thing that New York State could do, we may ven-

ture to suggest, would be to ask the trunk-line railroad systems to take over the existing barge-canal property on a lease, and operate it upon a joint plan. They could handle by water a portion of their heavy freight business, for the relief of rail traffic and for certain terminal advantages that could be worked out.

*The  
Southward  
Trend*

Above all things, it is desirable to use imagination in view of new conditions. The West (south of the Canadian line) will within a few years forget the idea of feeding London and Paris, and will be coöoperating with the industrial consumers of St. Louis, Kansas City, and a hundred other prosperous cities of the interior. If our friends of the upper Mississippi Valley will but pause to consider the possibilities that lie before them in relation to the development of the South, they will find evidence of certain shifts from westward to southward in the so-called "course of empire" and in the trends of "manifest destiny." With the improvement of rivers for navigation, vast benefits will come from flood control. Reservoirs to impound flood water will maintain navigation in dry seasons, while in some regions also providing for irrigation. Furthermore, there are few of our rivers that move so

slowly as to preclude a considerable amount of hydro-electric development, as a by-product of the undertakings that are to improve navigation and to prevent devastating floods. A study of these river projects in other countries as well as our own shows how productive in unexpected ways the investment of money in dams, reservoirs, levees, drainage works and irrigation may prove to be.

*Taxation and Finance at Washington* In subsequent paragraphs, we are explaining the main features of the complicated tax bill that was signed by President Coolidge on February 26. There were few changes in conference committee that had not been fully anticipated by the press. In previous numbers we have commented upon the remarkable triumph of public opinion, as illustrated by the non-partisan character of this tax measure. Nevertheless, it is not too late to extend once more our compliments to the Ways and Means Committee of the House and the Finance Committee of the Senate for the reasonable spirit in which leaders of both parties made compromises in order to secure substantial results. The same spirit was shown in the work of the conference committee, and finally in the action of both Houses endorsing the reports brought back by their conferees. Federal taxation is still very heavy; but the immediate burden is met by the corporations and individuals best prepared to pay the bills, although it is probably true of the system now revised, as of most tax systems, that the whole community, directly or indirectly, sustains the load. The new tax law was followed by a brilliant refunding operation, in which Secretary Mellon found investors ready to subscribe for a long-time loan of \$500,000,000 at  $3\frac{3}{4}$  per cent. interest.

*French Finance in Contrast* The contrast between the financial situation at Washington and that of the French Government, which has disturbed not France alone but the whole world, could hardly be more striking than it appears upon the face of the record. What Americans, however, are failing to understand is, that the fiscal troubles of our friends in France form essentially an international problem. Before the war, no country was more solvent than France, whether from the standpoint of public finance or from that of private wealth and industry. The existing

conditions are due to catastrophes for which France was not responsible, and which were of world-wide consequence. The present reign of peace and prosperity in the United States has accrued from the improved situations following the armistice that was brought about in the fall of 1918. But for the almost unparalleled prowess of France, the war would have lasted at least another year. Furthermore, but for the steadfastness of the French character, the war would have had a different ending—unless, indeed, the United States had expended incomparably greater sums than we actually raised, and had sacrificed the lives of ten times as many of our sons. The greater part of the indebtedness under the load of which France now struggles, has been incurred since the war in trying to maintain the stability of Europe, while also rebuilding the devastated regions. The private life of the French people proceeds normally, and the visitor finds everybody at work, doing present tasks, and facing the future bravely. The snarlings of the Parisian press, and the strifes and discords of parties and factions in the parliamentary chambers, do not represent the real conditions that prevail.

*France Should Be Relieved* War debts are not to be regarded as having the character of commercial investments.

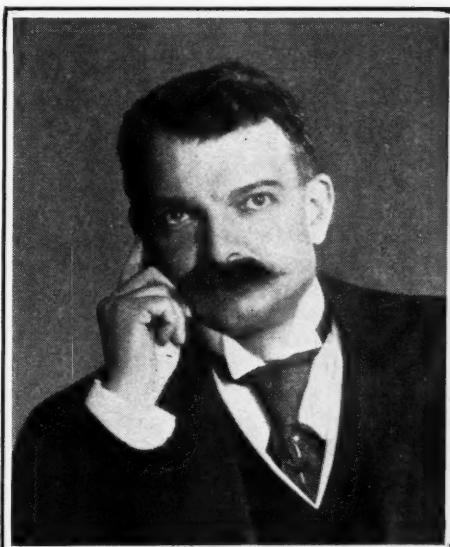
The domestic war debt of France represents sacrifices made in the struggle for national existence. It can never be redeemed on the basis of the gold franc. On the other hand, it could not well be repudiated. Some way should be found, under existing conditions of inflated currency, to bring this French domestic war debt into a manageable relationship to the country's wealth and income. As for the foreign indebtedness of France, the pecuniary advances of the British Government do not rest upon the same basis as those made by the United States. France and England were allies, each struggling to protect its own sovereignty, with the British Empire doubtless having more at stake than the French Republic. It might well be argued that the total effort of France, in terms of British welfare, was greater than the total effort of Great Britain, expressed in terms of French welfare. Loans either way in such a reckoning would be merely a matter of book-keeping. The position of the United States, which entered the war nearly three years later, was of a different kind.

*America  
and  
France*

Whether or not our war policies were well conceived, or well expressed, or well pursued, is, however, a matter of our own. Europe is either unable or unwilling to recognize the fact that we were not making war in our own interest. So far as our loans and expenditures on behalf of France were concerned, from the time we entered the war until the armistice, it would have been better if we had always thought of these sums as war contributions, rather than as loans to be repaid. When France came to us last year with a plan for funding the loan, she was making proposals that, in the light of what has followed, were more favorable to us than to France herself. In the view of the French Government, it was the best offer that financial conditions could justify. Our refusal to accept the French terms has prevented our receiving anything at all thus far, while it has resulted in the further confusing of the financial program, so that it is hardly probable that France will be able to make more favorable proposals than the French commission brought to Washington last September.

*The Pending  
Italian  
Settlement*

The United States Senate has not yet ratified the settlement made by our debt commission with the representatives of Italy. Senator Borah and others have held that in making this settlement we had conceded far too much. They have hoped to defeat the agreement by appealing to prejudice against the methods and policies of Mussolini. They are criticizing the dictator's attitude toward the German-speaking mountaineers of the annexed portion of the Tyrol; and they find other excuses for playing upon prejudice. But, although Mussolini may be criticized for many things, it remains true that he has managed to keep Italy from industrial chaos and a welter of bolshevism. Who would say for a moment that a "red" revolution in Italy would have resulted in a sincere endeavor to bring about a financial settlement with the United States? It is the part of wisdom and of far-seeing statesmanship to uphold our debt commission, and to sustain the judgment of President Coolidge, by promptly ratifying the Italian settlement. Furthermore, it would be an act of statesmanship that would be praised here at home and in other countries for centuries to come, if our debt commissioners would expedite



M. RAOUL PERET, NEW FRENCH FINANCE MINISTER

(Premier Briand's defeat in the Chamber was due to a tax proposal for which the Minister of Finance, M. Doumer, was responsible. A reorganized Briand Cabinet took office on March 10, with M. Peret as Minister of Finance. Mr. Peret is a member of the Center group and has had a long career as Deputy Minister and President of the Chamber of Deputies; but he is not a financial expert. In charge of pending revenue measures, he is popular in the House and holds the trust of the Senate because of his moderate tendencies)

the negotiations with France that are pending behind the scenes, and would deal with the French debt in as generous a spirit as they have dealt with Italy.

*The Timely  
Moment  
Arrives*

We are approaching the 150th anniversary of the Declaration of Independence. We ought to celebrate the sesqui-centennial with the congratulations of all liberal peoples and governments. It has long since been admitted that our national independence is a source of stability and of advantage, rather than of detriment, to the British commonwealth of nations. But in reviewing our achievement of independence, and our subsequent career of prosperity, we can never escape from the memory of the assistance rendered not only by French armies and navies but also by the French treasury. In matters of this kind, wise men do not sharpen their lead pencils to make bookkeeping calculations. We ought not to allow the anniversary date to arrive without an agreement between American and French debt commissioners; and Congress ought not to adjourn without having

first ratified a French agreement, as well as that with Italy.

*Ask American Tax-payers!* We have so arranged our new tax scheme as to have placed

the burden of payment upon a comparatively small number of people. If the question were left to these actual taxpayers to decide, they would favor a liberal settlement with France by an overwhelming majority. They are well aware that we ought to complete our war adventure handsomely, by showing the same spirit that actuated us when we raised armies and subscribed to Liberty loans. A prompt and generous settlement accepted by the United States would so strengthen the hands of the best statesmanship in France that the whole European situation might rapidly change for the better. The uncomplimentary view of the United States that now prevails in Europe is, indeed, wholly unjust. It is due in the greater part to the fact that Europe has not evolved as yet an independent, honest, and intelligent journalism. The seeming ingratitude of Europe is due rather to the disreputable character of European scribblers than to popular depravity, or a spirit of greed. The vicious foreign writers and cartoonists undoubtedly make it a little harder for the United States to proceed along the lines of its own consistent generosity. But, unquestionably, we have further contributions to make to the cause of world peace and of permanent good-will.

*Good Work To Be Followed Up* Our vote to join the World Court was in the right direction, but it was a mere gesture. It will cost us nothing, either in money or in obligation, to take the President's advice and assume official relations with this tribunal that we hope may help to substitute judicial findings for the aggressive use of force. But, to offer a handsome settlement for the French debt at this juncture would be accepted everywhere in the world as a contribution of the most genuine and substantial kind toward the world's new adjustment along lines of permanent peace. It was the suggestion of Secretary Hughes, supported by the President, that led to those successive steps which resulted in the adoption of the Dawes plan. Republicans and Democrats alike contributed toward that great solution of an international economic problem. The ac-

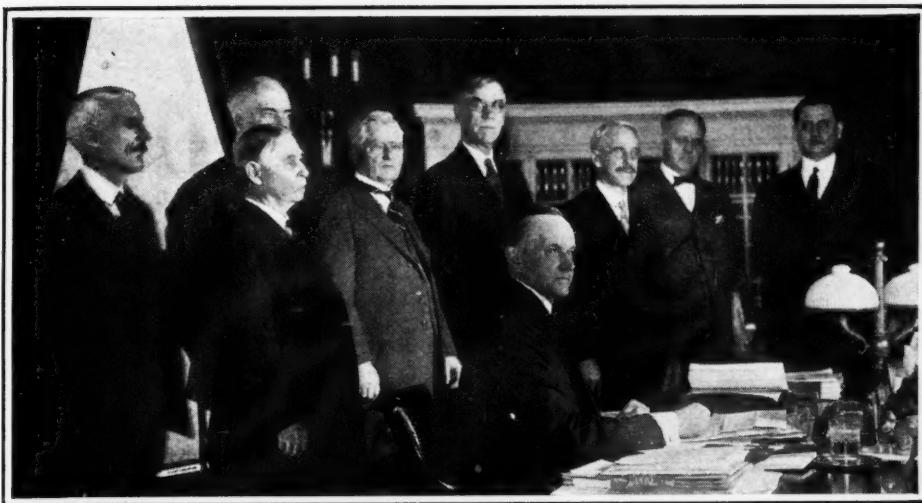
ceptance of the Dawes plan, promoted as it was by the Washington authorities and by the personal efforts of many Americans, including Mr. Dawes, Mr. Young, Mr. Robinson, Mr. Houghton, Mr. Kellogg, and many others, paved the way for the Locarno agreements. These agreements, under which permanent peace is secured on the Rhine, while other questions are to be settled by arbitration, are entitled to moral and financial support on the part of the American people.

*Germany and Discord at Geneva*

The next great step was to be the admission of Germany to the League of Nations, without any humiliating or embarrassing circumstances. Unfortunately, this step was delayed at Geneva last month. There were many days of suspense, and at every capital city, not only in Europe but throughout the world, there was anxiety. The momentum of the Dawes settlement and of the Locarno agreements had led the world to expect a wise course of action at Geneva. Whether or not the permanent group in the Council of the League of Nations should be increased by admitting Poland, or Spain, or Brazil, was not a question that could well be raised at the moment of Germany's reception. If a settlement of the French debt to the United States could be made without delay, and with a large appreciation of the future value of harmony and good-will, the influence of the United States in every direction would be more than doubled, and discord in Europe would be less likely.

*Planning To Study Disarmament* Dates were agreed upon at Geneva last month for the early meeting of the preliminary conference to prepare for a later international discussion of disarmament. There

are many reasons why the settlement of American debts would strengthen the influence of the United States on behalf of some reduction in the cost of European armies, and this would lead the way toward very large future reductions in naval expenditure. In our appropriations at Washington, although we are cutting down revenues by more than \$300,000,000 a year, we are still providing considerably more than half a billion dollars a year for objects relating to the national defense through the maintenance of our fighting mechanisms. The time has not come for the sinking of our warships, or the closing of our schools



PRESIDENT COOLIDGE SIGNS THE TAX BILL ON FEBRUARY 26, IN THE PRESENCE OF LEADERS OF FINANCIAL LEGISLATION

(At the left is the Secretary of the Treasury, Mr. Mellon. Next to him is Senator Simmons, of North Carolina, who partly obscures Representative Tilson, of Connecticut. Then, in order, are Congressman Garner, of Texas; Senator Smoot, of Utah, chairman of the Senate Finance Committee; Congressman Green, of Iowa, chairman of the House Ways and Means Committee; Gen. Herbert M. Lord, Director of the Budget, and Everett Sanders, Secretary to the President)

for the training of army and navy officers. Comparisons show that New York City to-day needs more policemen, better trained, rather than fewer. In an armed and restless world, it is not the peace-loving nations like the United States that should forget the responsibilities of self-protection and of world order. We are not arming against our neighbors, but are merely taking a sober view of our responsibilities. European countries, on the contrary, are heavily armed against possible attacks by neighbors who are themselves heavily armed under similar motives of fear. It is our clear duty to do everything we can to help these Europeans find confidence in each other, and learn to sleep with their boots off and without nightmares.

*The New Revenue Bill* On February 26 President Coolidge signed the new Revenue bill, estimated to reduce the taxes of the nation by some \$387,000,000 per year. The measure moved through its last stages with a sureness and celerity most unusual in Congressional handling of such a big and controversial subject. The result is a clean-cut triumph for the Administration and especially for Secretary of the Treasury, Mr. Mellon. Two years ago Secretary Mellon was working vigorously, but vainly, to persuade Congress

and the public that the principles used in the present bill were the true ones; and it would have been hard then to imagine such a changed atmosphere as pervaded the making of the new law. Public opinion had been educated to Secretary Mellon's doctrines; and Congress felt public opinion so surely and keenly that there was, practically speaking, no opposition for the Administration to triumph over. A coalition of Republicans and Democrats in both houses rushed the bill through in record time. On its final passage by the Senate only ten votes were recorded against it.

*The Limit of Reduction* When the original House Revenue bill came to the Senate it was pounced on with avidity.

The chairman of the House Ways and Means Committee, Mr. Green, and his associates, had labored over a document which reduced taxes by about \$327,000,000—reasonably close to President Coolidge's recommendation that tax reduction this year should be about \$300,000,000. The Senate added 206 amendments and sent to conference a bill providing for a total reduction in revenue of about \$456,000,000. Without any loss of time the conference committee came to agreement, the result was promptly ratified by House and Senate, and the new law was signed by

the President on February 26. The chief matters at issue in the conference had been the total amount of reduction in revenue and the Senate bill's repeal of the estate tax. The House conferees agreed to 145 of the Senate amendments, but cut out \$69,000,000 of its total tax reduction and put back the inheritance tax, though with much lower rates than the law of 1924 prescribed.

*Chief Features of the New Tax Bill*

The outstanding change in the new taxes is the agreement with Secretary Mellon's idea that lower surtaxes will, by lessening investments in tax-exempt securities, bring more money into productive use—with the added probability that the lower rates will produce more rather than less revenue. The old surtaxes reached 37 per cent. on incomes of more than \$100,000, and 40 per cent on incomes of more than \$500,000. The new rates reach a maximum of 20 per cent. on incomes of over \$100,000. At the same time, the normal income taxes are from 1½ to 5 per cent. instead of 2 per cent. to 6 per cent.; and the exemptions are \$1,500 instead of \$1,000 for single persons and \$3,500 instead of \$2,500 for married persons. These income-tax changes are expected to reduce the revenue for the current year by something more than \$164,000,000. The tax on capital stock is eliminated, at a revenue cost of \$68,500,000. The present law taxes the sale of automobiles 5 per cent.; the new act, 3 per cent.—the estimated loss in revenue being \$46,000,000. The tax on gifts is repealed, though it remains in effect on gifts made during 1924 and 1925. Inheritance taxes are much lower, \$100,000 being exempt instead of half that amount; the maximum rate is 20 per cent. instead of 40 per cent.; and there is a credit of 80 per cent. for estate taxes paid to the States, instead of 25 per cent. Other large cuts in revenue are made by the elimination of or reductions in the taxes on cigars, spirits, motor trucks, tires, jewelry, admissions and dues, and deeds and conveyances. The tax publicity provision is repealed.

*Effect on the Treasury* With the higher exemptions of the new law it is estimated that about 2,000,000 persons who have been taxpayers will be freed from all federal payments, and that out of the entire

population of the United States only about 2,500,000 will pay income taxes. The progressive reductions during the passage of the bill through Congress aroused some apprehension in the Administration as to the balancing of the budget; and to forestall a possible deficit the corporation tax under the new Act was made 13 per cent. instead of 12½ per cent. as heretofore, with provision for a further increase to 13½ per cent. beginning with the year 1927. With this help the Administration leaders hope to make both ends meet, even though the new rates cut into the revenue so much more deeply—by \$87,000,000—than was originally recommended by the Treasury. President Coolidge has warned Congress that a policy of rigid economy is necessary to prevent the Treasury from showing a substantial deficit in 1927. The Administration let it be understood that this large relief of tax burdens is all that can be expected for some years. The appropriations for the Army and Navy, for this year, already amount to \$660,000,000, and there are requests for \$60,000,000 more. The present tax-reduction exploit makes a total of \$700,000,000 cut from federal imposts since 1924. In the meantime the States have been moving in the opposite direction. Figures presented to the President give the entire cost of government, both federal and local, as \$9,500,000,000 in 1921 and \$11,500,000,000 in 1925. As the federal government has, during that period, reduced its expenditures by about \$2,000,000,000, it follows that the States and municipalities have increased the cost of their activities by the enormous sum of four billions of dollars.

*Nickel Plate Merger Rejected* Something of a sensation was created in financial circles by the announcement of the Interstate Commerce Commission, on March 2, that the plan for the so-called Nickel Plate merger was rejected. For months railroad managers, bankers, and investors had awaited with anxiety the decision of the Commerce Commission on this proposed consolidation of the Nickel Plate railroad the Erie, Chesapeake & Ohio, Hocking Valley, and Pere Marquette. The results of the efforts of the two able, adventurous, and ingenious Van Sweringen brothers, of Cleveland, was not only of moment in itself but was considered to have a highly important bearing on the programs for future railroad mergers. The proposed new system would



**THE MEMBERS OF THE INTERSTATE COMMERCE COMMISSION, WHICH DECLINED TO APPROVE THE PROPOSED MERGER OF FIVE EASTERN RAILROADS INTO A NEW SYSTEM**

(In the back row, from left to right are: Frank McManamy, Ernest I. Lewis, John J. Esch, Frederick I. Cox, Johnston B. Campbell, Thomas F. Woodlock. Front row, left to right: Henry C. Hall, Charles C. McChord, Clyde B. Aitchison, chairman; Balthasar H. Meyer, and Joseph B. Eastman)

have had over 9,000 miles of railroad and about \$1,250,000,000 capitalization. It reached from New York to the Middle West and from Virginia to the Great Lakes. The new railroad entity would have been a worthy competitor of the Pennsylvania, the New York Central and the Baltimore & Ohio systems. Scores of experienced lawyers had been working on the problems and intricacies of the consolidation for many months, and tons of evidence had been brought before the Commerce Commission. The public surprise at the rather flat rejection of the plan was the greater because Congress was considering legislation that would make railroad consolidations compulsory, and, further, because the impression was abroad that the Administration felt it wise to approve of the Nickel Plate merger with proper scrutiny of the details. The attitude of the Van Sweringens in their application to the Commission had seemed to the public to be one of asking for acceptance of their program either as it stood or as changed to suit the Commerce Commission's ideas of propriety. In short, it was supposed not to be rigid as to details.

*The Question of Minority Control* In the decision of the Interstate Commerce Commission, which was made by a vote of

7 to 1, the proposed merger was accepted as proper and helpful from the standpoint of the country's transportation needs. The Commission admitted that economies should result that might save some \$6,000,000 a year. Nor was any question raised as to the elimination of desirable competitors. It was in the financial structure of the Van Sweringens' merger that the Commission found what appealed to it as public dangers. There was also severe criticism of the treatment accorded minority stockholders in bringing them into the merger. In the elaborate and ingenious plan, the proposed great railroad system was under the control of the Nickel Plate as a holding company, and the Nickel Plate itself was to be under the control of a personal holding company. By virtue of these arrangements and the issuance of large amounts of stock without voting power, the Commission found that the promoters of the merger might well come into a position of absolute control of the great property without the

ownership through their own investments of any considerable amount of stock—perhaps without owning any shares at all.

*The Commission Refuses to Prescribe*

As to the suggestion that the Commissioners should, if they found unsatisfactory details in the plan, prescribe others that they could find satisfactory, the majority decision answered that this process did not come within the proper functions of the Commission. While such an answer, with the complete rejection of this laboriously constructed scheme, may seem somewhat severe from the standpoint of the promoters—it is said that it cost the Van Sweringen interests \$2,000,000 simply to present their case to the Commission—in this instance it is certainly of the utmost importance that so highly important a beginning in the process of railroad consolidations should be above criticism and a model for those that are expected to come in the next few years. It was very obvious that the promoters of the Nickel Plate merger were unfortunate in having the decision made just as the public was discussing with keen interest the whole matter of non-voting stocks and control of companies by minority owners.

*A New Railroad Labor Bill*

The Watson-Parker Railroad Labor bill seemed, in March, in a promising way to become a law, as both the House and Senate Committees on Interstate Commerce were in agreement that it provides an arrangement better than the present Railway Labor Board. The new plan for the roads to get together with their men on questions of wages and working conditions has been severely criticized because it seems to leave out of such negotiations the third party, the public—which might be left in the position of paying higher and higher railroad rates necessary to make possible higher and higher railroad wages. The advocates of the bill pointed out, however, that in the event of a deadlock boards are to be appointed by the President and that they would inevitably represent the public. It is also true that within limits the railroad manager of today is perfectly aware that rates cannot be increased indefinitely with advantage to his property; that at some point it would be true that higher rates will mean less business and smaller profits. The Watson-Parker plan, if adopted promptly by this

Congress, will rapidly come into a situation where it may show its metal. The Conductors' and Trainmen's Brotherhoods are asking for an increase of wages, which for the Eastern railroads alone would mean from \$85,000,000 to \$90,000,000 a year. On March 2 the roads made answer to the request, with a denial. The managers declared that such wages, if granted, would show an increase of about 15 per cent. over even the "peak" schedules of 1920. The daily wage increase demanded by these Brotherhoods varies from \$1 to \$1.64.

*The Season's Political Prospects*

We have had a year of governmental activities remarkably free from the spirit of narrow political partisanship. But we are now approaching the season of so-called midterm elections, and, inasmuch as we are to choose this fall a new House of Representatives, and will have contests for one-third of the seats in the United States Senate, there is quite sure to be an attempt at a sounding of the old-fashioned party warcries. It will be hard to shake the confidence of the country in President Coolidge; while the fact that the present Congress is making a remarkably good record is an asset that the Republicans will count upon, although the Democrats deserve much of the credit. The attempt of Senator Borah and a group of Western Senators to defeat colleagues who voted for the World Court seems likely to help rather than to hurt such candidates for reëlection as, for example, Senator McKinley of Illinois. In the case of the Iowa contest, a Senate subcommittee on March 15 reported that the Democratic contestant, Daniel F. Steck, was entitled to the seat now held by Senator Brookhart. This report will doubtless be sustained; and it is said that Mr. Brookhart intends to enter the Iowa primaries against Senator Cummins, who is a candidate for another term. In the East, the issue between "wets" and "drys" has been more acute during recent weeks than ever before. In New York State, the drys are threatening to run a candidate against Senator Wadsworth. In Pennsylvania, Governor Pinchot has declared his candidacy for the Senate nomination in opposition to Senator Pepper. Congressman William S. Vare, who is said to represent the wets, has come out as a candidate, hoping to succeed by virtue of the vote that Pinchot will be able to take away from Pepper.

# THE GIST OF A MONTH'S NEWS

FROM FEBRUARY 15, TO MARCH 15, 1926

## I. PROCEEDINGS IN CONGRESS

February 15.—The Senate, with but two dissenting votes, adopts a joint resolution proposing constitutional amendments authorizing inauguration of the President and assembling Congress in January following their election.

In the Senate, the Treasury and Post Office appropriation bill is approved, carrying \$868,515,581; the measure goes to conference.

February 16.—The Senate passes the Naval appropriation bill, which carries \$321,495,940 (the House bill is for \$312,312,287).

February 17.—In the House, the Committee on Naval Affairs reports a bill providing for a five-year program of aerial defense costing \$93,000,000 and including annual appropriations of \$17,000,000.

February 19.—The Senate Committee on Interstate Commerce rejects the nomination of Thomas F. Woodlock (7 to 6) as a member of the Interstate Commerce Commission.

February 22.—The House Elections Committee approves a modified Senate resolution proposing amendments to the Constitution for assembling Congress in January.

February 23.—The House adopts the conference report on the Tax Reduction bill, voting 354 to 28.

February 24.—The Senate approves the conference report on the tax bill, 61 to 10, and it goes to President Coolidge for signature.

The House takes up the Watson-Parker bill, which would abolish the Railway Labor Board and set up machinery for voluntary adjustment of employment disputes.

February 26.—The Senate rejects a report presented by Mr. Walsh (Dem., Mont.) for the Judiciary Committee on the affairs of the Aluminum Company of America; it criticizes Secretary Mellon and the Department of Justice.

March 2.—The Senate Immigration Committee rejects the request of the Chicago Better Government Association to direct a Congressional investigation of crime at Chicago.

March 6.—The Senate adopts a resolution calling for submission of all diplomatic correspondence with Mexico regarding recent oil land laws.

March 8.—The Senate passes by vote of 51 to 26 a concurrent resolution authorizing reception of bids for leasing the Muscle Shoals hydro-electric plant.

March 11.—The Senate adopts a resolution demanding a sweeping investigation of the Tariff Commission.

March 13.—The House Committee on Interstate and Foreign Commerce submits a preliminary report sustaining charges of a British rubber monopoly, but making no recommendations.

March 15.—The House passes the Porter bill appropriating \$10,000,000 for new embassy buildings.

## II. DOMESTIC POLITICAL NOTES

February 18.—A special session of the Pennsylvania legislature ends; new laws provide for mandatory opening of ballot boxes for fraud, regulation of alcohol, tolls on the Camden-Philadelphia bridge, and collection of gasoline taxes; the session cost \$255,000.

February 22.—President Coolidge addresses a convention of 6,000 members of the Department of Superintendence of the National Education Association on Washington's ideals.

New York State reports 15,670 arrests for drunkenness in 1925 (a decrease of 2,000) in courts of special session; total criminal convictions, however, were 77,261, compared with 74,959 in 1924.

Governor Al Smith of New York submits a plan for permanent housing relief that calls for demolition of unsuitable tenements and rebuilding in a large public way.

February 23.—Bert E. Haney resigns from the United States Shipping Board to run for Senator from Oregon as a Democrat.

February 26.—President Coolidge signs the Revenue bill, which reduces taxes by \$387,811,000, cuts surtaxes to a maximum of 20 per cent. on incomes over \$100,000, repeals publicity provisions and the gift tax, and reduces estate taxes one-half.

February 27.—Major Chester P. Mills is appointed Federal Prohibition Administrator for New York, succeeding John A. Foster, who becomes Superintendent of Alcohol Investigators.

March 1.—In New York, Charles E. Hughes, as chairman of a special commission, reports to the legislature a plan for State reorganization, reducing 180 bureaus to 18, recommending an executive budget and a four-year term for Governor.

March 3.—The New York legislature completes passage of a bill raising salaries of Court of Appeals judges to \$25,000, with \$25,500 for the Chief Judge.

President Coolidge hears delegates of the North Central Agricultural Conference, who urge farm-relief legislation.

March 4.—The Navy lets contracts for \$6,500,000 of new aviation equipment, including 116 new planes and 261 engines.

March 5.—Ambassador Houghton and Minister Hugh Gibson are recalled from London and Geneva, respectively, to confer with the President.

March 8.—Governor Al Smith urges, in a special message, the transfer of the New York Barge Canal to the Federal Government for conversion into an all-American ship canal; startling figures of financial loss to the State are revealed.

March 9.—Mrs. Bertha K. Landes is elected Mayor of Seattle.

March 12.—Henry H. Curran resigns as Commissioner of Immigration at Ellis Island to become counsel to the City Club at New York.

March 13.—The Interstate Commerce Commission denies the Western railroads' plea for reduced rates on through freight from the East to the Pacific Coast, to meet water competition.

March 15.—At Cleveland, 112 persons in twelve big cities are indicted for bootleg conspiracies.

### III. POINTS IN FOREIGN POLITICS

February 16.—The French Chamber votes 268 to 150 in approving the final text of the finance bill; the deficit of 2,400,000,000 francs is unprovided for.

February 18.—The Manchurian leader, Chang Tso-lin, declares his independence from Peking.

The British House of Commons ratifies the Iraq Treaty, voting 260 to 116.

The Liberal Land Conference at London endorses Lloyd George's program for farm reforms.

Premier General Pangalos banishes ex-Premier Papanastasios, General Kondilis, and other opposition leaders.

The Turkish National Assembly adopts a new Civil Code, borrowed from the Swiss.

February 19.—Rumanian municipal elections result in defeat of the Bratiiano Liberals by Peasants, Transylvania Nationalists, and People's parties; for eight years the mayors of various communes will choose seventy-five Senators (one-third of the upper house).

February 22.—The Chinese ports of Canton and Whampoa are closed by the foreign customs authorities.

February 25.—Canton strikers surrender goods seized from foreign vessels; the ports are reopened.

February 26.—The Mexican Secretary of Education orders all private schools to register in sixty days, or be closed.

March 2.—The French Chamber of Deputies ratifies the Locarno treaties by vote of 413 to 71, after four days of debate.

March 6.—The Briand Cabinet in France is defeated on its fiscal bills, and resigns.

March 10.—Briand reforms his Cabinet, naming Raoul Peret as Finance Minister; this is the ninth time Briand has been Premier of France.

### IV. INTERNATIONAL RELATIONS

February 16.—The Greek Government pays 15,000,000 levas (half of the League indemnity settlement for the recent Greco-Bulgarian border crisis) to Bulgaria; the remainder will be paid March 15.

February 17.—The Permanent Mandate Commission of the League examines delegates from France on the administration of her Syrian mandate.

February 20.—It is reported that Chancellor Ramek of Austria has adequately explained to Premier Mussolini of Italy his criticism of the Italian administration in the Upper Adige region.

March 2.—Secretary Kellogg delivers a supplementary note to the Mexican Ambassador protesting against new oil-land legislation.

Chancellor Luther, at Hamburg, intimates in a public address that League members must guarantee no present expansion of the Council coincident with entry by Germany in the seat already reserved.

March 4.—Negotiations are revealed that may lead to a new compulsory arbitration arrangement for Central and South Europe.

March 5.—An Austro-Czechoslovakian Treaty providing for compulsory arbitration is signed.

March 8.—The League of Nations Assembly meets in special session at Geneva to arrange for admission of Germany to membership.

March 10.—Foreign nations protest to China against the blockade of Tientsin.

March 12.—Japanese destroyers are fired on by Chinese forts at Taku, near Tientsin.

### V. IN THE FIELD OF ECONOMICS

February 17.—A coal strike agreement is signed at Scranton, providing peace for five years under provisions for minimizing dispute.

February 20.—A provisional trade agreement between France and Germany is ratified by the Reichstag; it was signed February 12, runs for three months, and makes mutual tariff concessions.

The Deutsche Lufthansa merges forty-two air transport lines in Germany for daily commercial service; seventeen passenger planes will radiate from Berlin every day to points as distant as Moscow, London, and various Baltic ports.

February 24.—The Fifth Avenue Coach Co., in New York, offers a plan to eliminate 200 street cars and 25 miles of track from Manhattan.

Judge Elbert H. Gary reports the results of his twenty-five years as executive head of the United States Steel Corporation; the company has done a gross business of \$23,000,000,000, distributing \$1,279,253,784 in dividends.

February 25.—Franco-Russian debt conferences are begun at Paris.

February 26.—The long "boom" market on the New York Stock Exchange experiences its first severe decline; prices drop as much as eleven points when 2,341,255 shares are sold.

February 28.—The Leipzic spring samples fair is opened in Germany.

March 2.—The Interstate Commerce Commission refuses to sanction the Van Sweringen financial plan for a merger of the Nickel Plate Railroad with the Chesapeake & Ohio, Hocking Valley, Erie, and Pere Marquette lines.

March 3.—The New York Stock Exchange liquidates 3,786,111 shares in 649 issues; the average decline is 15 points below February 26.

March 4.—A consent decree is filed in the Government suit against the National Food Products Corporation; voting stock is to be sold in 60 days in food concerns with assets of \$100,000,000, and future investment is to be limited so as not to destroy competition.

March 5.—The Associated Oil Company and the Tide Water Oil Company merge into a unit commanding assets of \$240,000,000.

March 8.—Lord Plumer signs a £2,000,000 concession at Jerusalem covering the Ruthenberg scheme for hydro-electric power from the Jordan.

March 9.—A voting trust by officers of a financial institution to control its stock for a period of years is held invalid by a New York court in a suit involving the Bank of America.

March 10.—The British Coal Commission reports on reorganizing the coal industry; Government ownership under private operation is recommended, with abrupt cessation of the present temporary subsidy, which expires April 30.

## VI. COLLEGIATE ACTIVITIES

February 18.—Thomas Elsa Jones accepts the presidency of Fisk University, at Nashville, Tenn.

February 19.—Albert Britt is installed as president of Knox College, Galesburg, Ill.

February 20.—Smith College reports that 50.1 per cent. of the alumnae are married; the average number of children per family is 1.5.

February 22.—Princeton alumni celebrate the centennial of their association.

Johns Hopkins University announces a return to early ideals as a real graduate university; only two degrees will be given—Master of Arts and Doctor of Philosophy; the first two years of undergraduate work will be abolished.

Yale University announces plans for a five-year campaign to raise \$20,000,000, beginning in 1927.

February 26.—Harvard undergraduates vote 1,622 to 747 for an optional course in military training; 1,299 favor light wines and beer, 898 the repeal of the 18th Amendment, and 322 are for letting prohibition stand.

March 6.—Wesleyan University wins the tenth annual inter-collegiate glee club contest.

March 8.—Dr. B. S. Hopkins, it is announced by the University of Illinois, has discovered one of the five heretofore unknown chemical elements, No. 61.

## VII. OTHER OCCURRENCES

February 15.—Capt. George Fried and his officers and men of the steamship *President Roosevelt* are feted at New York.

February 19.—The Japanese steamship *Daishin Maru 3* is rescued by the Standard Oil tanker *Java Arrow* after drifting helplessly for a month.

February 25.—Heroic rescue of 150 persons hemmed in by bush fires is effected from Queenstown in relieving the inhabitants of King Lake, Australia.

February 28.—Sir Henry Lunn, it is announced, bequeaths his entire personal fortune, except for small annuities for himself and family, to promote unity among churches and to establish world peace.

March 4.—Bishop Manning of New York denounces divorce, especially among social leaders.

March 7.—Radio telephone conversation is maintained clearly for four hours between New York and London, a distance of 3,500 miles.

Alan J. Cobham completes an airplane flight from the Cape of Good Hope, Africa, to Cairo, Egypt, in nine and a half days in bad weather.

March 13.—Lieut. John A. Macready, flying at the army field near Dayton, reaches a height estimated at 39,000 feet; he encountered a temperature of 78 degrees below zero.

## VIII. OBITUARY RECORD

February 15.—Rafael Ramon Govin, newspaper publisher of New York and Cuba, 50 . . . James Shepard, Connecticut historian and scientist, 86 . . . Count Enkichi Oki, Japanese politician, 55.

February 18.—George Washington Young, banker, 61 . . . George Wood, Philadelphia financier, 84.

February 19.—W. Stuart Symington, Jr., Baltimore jurist, 55 . . . F. Derwent Wood, British sculptor, 56 . . . Jacob Haish, inventor of barbed wire, 99.

February 20.—Dr. Henry Rust Stedman, psychiatrist, of Boston, 77 . . . Sir Joseph White Todd,

British director of Argentine railways, 80 . . . Phelps Johnson, who completed the Quebec bridge on the St. Lawrence River, 77 . . . Prof. James Adolph Israel, German kidney surgeon, 78.

February 21.—Dr. H. Kamerhugh Onnes, Dutch physicist, 73.

February 22.—Lord Channing, Baron of Wellingborough, noted reformer, 84.

February 24.—Dr. William H. Hartshorn, professor of English at Bates College, 63.

February 25.—Christian Townsend Heydecker, Illinois lawyer, 80 . . . James Booley Noel Wyatt, Baltimore architect, 78 . . . Prof. Arthur Robertson Cushing, British pharmacologist, 60 . . . André Picard, French playwright.

February 26.—Lange Muller, Danish composer, 75 . . . Lieut. Gen. Sir Francis Lloyd, British veteran, 72.

February 27.—Cardinal Sili, of Rome . . . Rev. Dr. John Alden Singmaster, president of Lutheran Theological Seminary, who worked for denominational unity, 73.

February 28.—Col. Rienzi Melville Johnston, Texas editor and former United States Senator, 75 . . . Cardinal Cagliero, of Rome, 88.

March 1.—Dr. Albert H. Tuttle, noted Boston surgeon . . . Miss Marietta Holley ("Josiah Allen's Wife"), author, 80.

March 2.—C. Meyer Zulick, former Territorial Governor of Arizona, 87 . . . Thomas G. Whaling, electrical industrialist, 58 . . . Murray Carleton, St. Louis commercial leader, 73.

March 3.—Dr. Sutherland Simpson, noted physiologist, of Cornell University, 63 . . . Benjamin Crandall, inventor of amusement devices, 103 . . . Sir Sidney Lee, British biographer, 67.

March 4.—Mayor William S. Hackett, of Albany, New York, 58 . . . Mrs. Mary Low Carver, founder of Sigma Kappa Sorority, 76.

March 5.—Samuel Lazarus, St. Louis politician, 71 . . . Joseph West, inventor of phonographic disk record . . . Alexander Carlisle, British ship designer, 72.

March 6.—Rear Admiral Richard Wainwright, U. S. N., retired, Spanish War hero, 77 . . . Rear Admiral Mordecai T. Endicott, U. S. N., retired, 72 . . . Francis A. Richards, journalist, 88 . . . Jeptah H. Wade, Cleveland philanthropist, 69.

March 7.—Charles Lanier, New York banker, 89 . . . Charles W. Kallalal, Chicago city architect, 52.

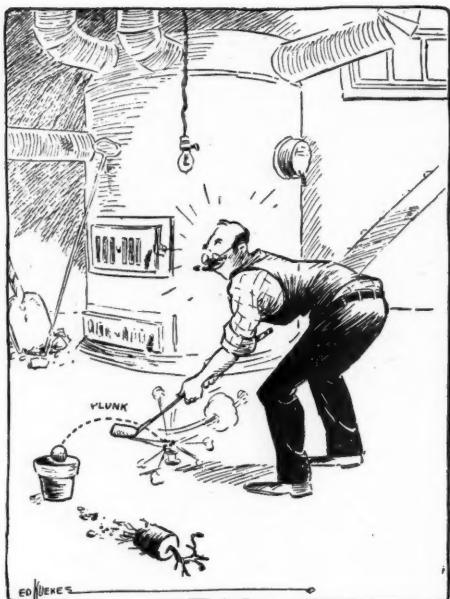
March 9.—Rev. Henry S. Burrage, Maine editor and historian, 89 . . . Capt. I. M. Adams, Sr., noted West Virginia Civil War Veteran . . . Prof. Friedrich Dimmer, Viennese optical surgeon, 71.

March 10.—Eugene Groendle, Indiana editor, 53 . . . Harry I. Thayer, Representative from 8th Massachusetts District.

March 12.—Edward Wyllis Scripps, who established two press associations and upon his retirement controlled twenty-five daily newspapers, 71 . . . William Capet Clopton, Baltimore jurist and collector, 73 . . . Henry Sherman Boutell, diplomat, 70 . . . Ralph E. King, president of Cleveland Museum of Art, 70.

March 13.—James J. Storrow, a distinguished Boston citizen, lawyer, financier, administrator, 62 . . . George Irving Skinner, former Superintendent of Banks in New York State, 69.

# THE SEASON'S TOPICS IN CARTOONS



A SURE SIGN OF SPRING  
From the *Plain Dealer*, Cleveland, Ohio

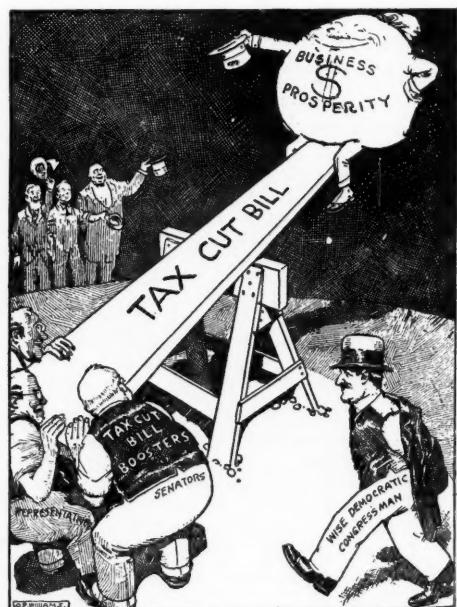


HOPE SPRINGS ETERNAL—ESPECIALLY  
DURING MARCH AND APRIL

From the *Journal* (Kansas City, Mo.)



WATCH YOUR STEP  
From the *Inquirer* © (Philadelphia, Pa.)



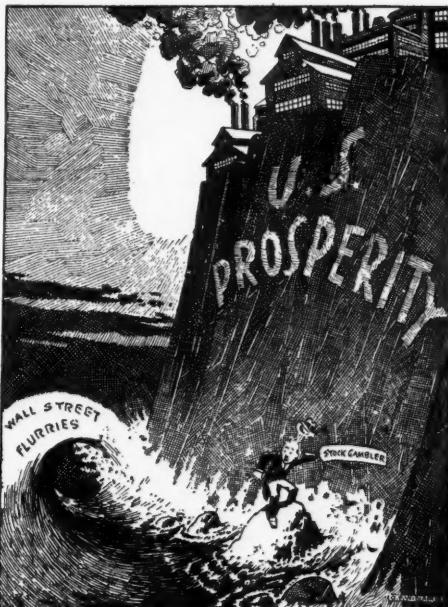
TAXES DOWN, WELFARE UP  
From the *American* © (New York)



AFTER ALL, WALKING HAS ITS ADVANTAGES

From the *Evening Post* (New York)

The long period of rise in the market value of the nation's securities, as represented by common stocks traded in on the New York Exchange, came to an end—for a time, at least—late in February. As is so often the case, the end of the "bull" mar-



AN IMPREGNABLE GIBRALTAR

From the *American* © (New York)

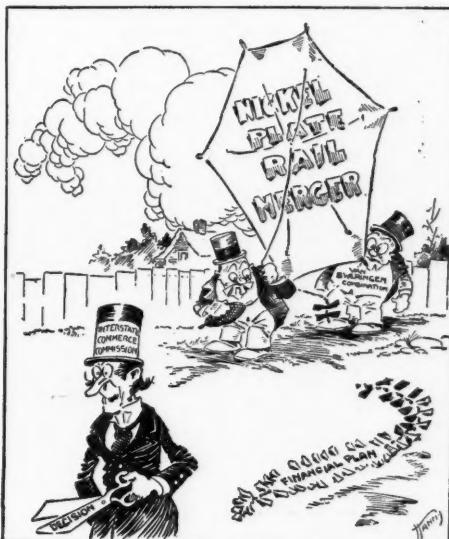
ket was accompanied by a decided drop in prices. In the week following February 26, the decline in forty representative common stocks averaged \$15 per share.



THE SOCIALIST PARTY IN NEW YORK

From the *World* (New York)

[Three men who have been Governor of the Empire State—Hughes, Smith and Miller—and Mr. Owen Young are pictured here as leading the present movement for State development and control of water power]



ALL IT NEEDS IS A NEW TAIL

From the *Inquirer* © (Philadelphia, Pa.)

[The Interstate Commerce Commission, in its adverse decision rendered last month, had no fault to find with the proposed merger of five eastern railroads by the Van Sweringen interests, except as regards the financial provisions]



THE DISARMAMENT CONFERENCE

"Selling Out, On Account of Liquidations"

MARS (the God of War): "I begin with the usual preliminaries to the enlargement of an establishment!"

From *De Groene Amsterdammer* (Amsterdam, Holland)

SOWING CACTUS ALONG THE MEXICAN BORDER

From the *Tribune* (Chicago, Ill.)

Mexico has continued to be in the news, especially in aspects that concern American investors and, on that account, the Government at Washington. President Calles has been active in efforts to protect or recapture Mexican rights in matters relating to ownership of mineral and oil lands; and capital from this side of the Rio Grande has at times been somewhat anxious.



HE WHO RIDES AND GETS AWAY, LIVES TO RIDE ANOTHER DAY

From the *Eagle* (Brooklyn, N. Y.)

[Underground rapid transit in New York is just a little more than twenty years old. In 1905, 72 million passengers were carried. On the same system and its extensions (not to mention others), 736 million passengers were carried in 1925]



AVARICIOUS POSSESSORS OF ENGLAND'S NATIONAL TREASURE

(The sale of English national treasures has increased in such volume during the past fifty years that these mercenaries would no doubt let the whole historic island go to the U. S. A., if opportunity offered)

From the *Daily Star* (Montreal, Canada)

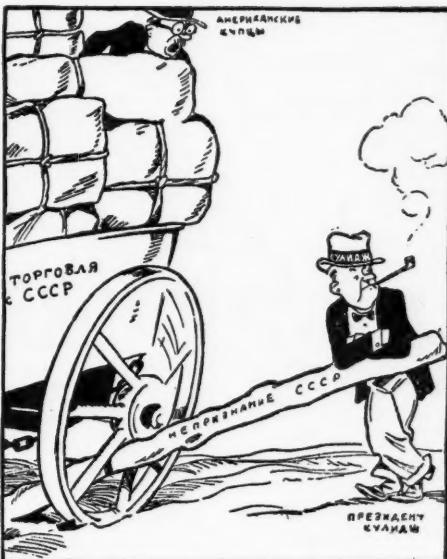


THE GOLDEN CHAIN

From *Izvestia* (Moscow, Russia)

[Europe, with her "dollar" necklace, has permitted herself to become enslaved to America]

One result of the revolution in Russia has been a decided impetus given to newspaper cartooning. Within recent months we have found occasion more than once to reproduce drawings from *Izvestia* and *Pravda*, and here we present the work of a third paper, the *Workers' Gazette*—all of Moscow,



COOLIDGE AND THE RUSSIAN TRADE CART

From *Izvestia* (Moscow, Russia)

[An American merchant, on the loaded cart, seems to be expressing opinions]

the new Russian capital. The reader will have noticed that American aspects are favorites with these Russian cartoonists, and that never at any time is there a friendly spirit in evidence. The portrait of President Coolidge with a pipe in his mouth may not be a familiar one to Americans.



A SKATER'S PASTIME

From the *Workers' Gazette* (Moscow, Russia)

["Europe" is the skating rink; and Uncle Sam, with every appearance of prosperity and contentment, is using skates of Capital]



THE AMERICAN UNCLE

"I shall either roast them first or eat them as they are."

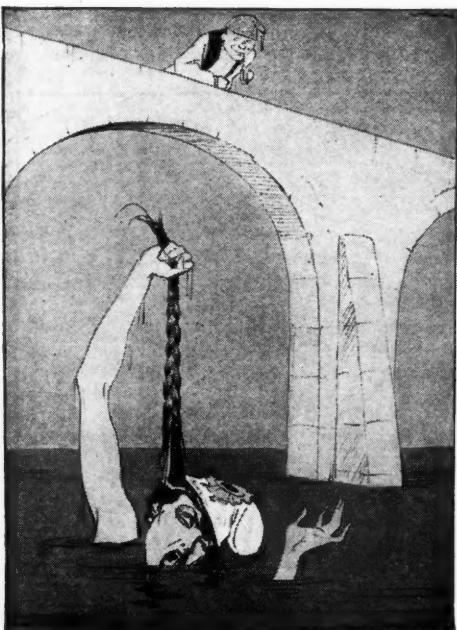
From the *Workers' Gazette* (Moscow, Russia)

[England, France and Austria all place their hopes on America]



AT THE PORT OF NEW YORK

OFFICIAL: "You can't come in if you have a 'past'—we must keep America pure!"  
From the *Daily Express* (London, England)



SELF-HELP IN THE FRENCH INFLATION BOG  
From *Kladderadatsch* (Berlin, Germany)



THREE KINGS OF THE NORTH  
From *Karikaturen* (Oslo, Norway)  
[Haakon VII of Norway, Gustav V of Sweden, and Christian X of Denmark]

# EDUCATION IN THE NEW SOUTH

BY WALLACE BUTTRICK

(Chairman of the General Education Board)

WHEN one travels through the States of the South, he sees everywhere signs of great material progress. He sees scores of prosperous cities all in a real sense new, many of which were but villages twenty-five years ago. If he stops off to visit them in a more intimate way, he finds that these cities are centers of commerce and manufacture, of beautiful homes, of stately public buildings, of finest hotels, of paved streets, of lofty commercial and office buildings, with a metropolitan air that reflects prosperity and high confidence.

Conspicuous as these things are, still greater progress has been made by the farmers. In the old days planters raised cotton, tobacco, and rice, and used most of the proceeds to buy food stuffs for man and beast from the Middle West. Now they are raising their own food stuffs, and cotton and tobacco are mostly clear profit. Inasmuch as 80 per cent. of the people live in the open country, agricultural progress, while less conspicuous to the casual visitor, is most significant of all. The development of agricultural production and marketing is the foundation of the South's economic progress. But my theme is "Education."

The most conspicuous and significant sight along the railways and the fine roads of the open country is the Schoolhouse. I have traveled extensively throughout our country and am prepared to say that for fine and modern schoolhouses, the South leads the North. Thousands of splendid, modern schoolhouses are seen on every side. They have been built by public taxation for "the education of all the people." This phrase was first of all the watch-word of the lamented Governor Aycock of North Carolina, and were his last words when he died suddenly in Florida while making an educational address. In coöperation with the late Dr. McIver, and with Dr. Alderman (now president of the University of Vir-

ginia), Governor Aycock raised the cry of education for all the people throughout North Carolina. These men created the public sentiment which has given that State its place of educational leadership. The fire thus kindled spread to every State in the South, until every candidate for a governorship stood on an educational platform and wished to be known as "The Educational Governor."

It is of great significance that this zeal for education anticipated the material progress of the South, and has conditioned it. It is an educated people that makes real and enduring progress. High economic progress can only be assimilated to high character by means of education. The South is not being spoiled by its economic development, because education and culture go along with economic progress.

Let us note a few facts which show this progress in education.

## *"More Money for Public Schools"*

In 1902 the States of the South raised by taxation and paid for public schools \$27,270,310. In 1924 they raised and spent for these schools \$273,036,452.

As one result of this added money, school terms have been lengthened from four and five months of the year to eight and nine months, with a general average of over six months. This lengthening of the school term automatically increases the annual salary of teachers, for pay is by the month. Besides this, the monthly pay has been increased—in many cases, more than doubled.

This increase of pay is naturally followed by advanced standards of qualification for teachers and for improved quality of instruction. Inevitably there follows improvement in schools for the training of teachers, and in departments of State universities and for the training of high-school teachers and

superintendents. The George Peabody College for Teachers, affiliated with Vanderbilt University at Nashville, is overcrowded with men and women who seek preparation for higher and more responsible positions in public education.

#### *State Superintendents of Education*

Of much significance is the character and qualifications of State Superintendents of Education and other State educational officials. Twenty-five years ago State Superintendents were little more than agents for the allocation and disbursement of school funds. They were often able and well qualified, but they had neither time nor facilities for supervision. Formerly they had the assistance of one or two clerks.

Now the educational departments of the several Southern States are highly organized, with from twenty-five to seventy-five specially trained and experienced assistants. The South appreciates the value and necessity of supervision to make effective the money it expends for schools.

The superintendents of the several States work together. They hold meetings of several days annually, not to read and discuss papers written in the "Pedigese" tongue, but to confer together regarding matters of current vital interest in their schools. These annual gatherings of, say, twenty persons, are genuine conferences, free from the spectacular and from formality. They secure emulation and co-operation throughout the several States; they serve as training places for newly chosen superintendents; and they develop an *esprit de corps* not found elsewhere.

#### *Tax-Supported High Schools*

Another aspect of progress is to be noted in the development of public high schools. In 1900 there were less than 100 "four-year" public secondary or high schools. Secondary education was left to the elementary schools on the one hand, and to the colleges on the other hand, to the great detriment of both. Now there are over 2,500 public high schools, and the public has expended over \$50,000,000 to provide houses and equipment for them. In the South there is an organization known as "The Southern Association of High Schools and Colleges." In 1905 that Association found but four public high schools whose graduates could be admitted to college without further examination. In 1913

there were 125 such schools, and in 1924 this number had increased to 625.

The high school enrolment in 1913 was 165,241; in 1922 it was 337,110; now it is over 500,000. The colleges and universities of the South are overwhelmed with well-prepared men and women who annually apply for admission.

#### *Open Country Schools*

The South has taken advantage of a rare opportunity to develop a type of school in the open country adapted to the needs of rural people. Consolidation of schools is going on rapidly, particularly in Louisiana, Alabama, Mississippi, and North Carolina.

In many counties the one-teacher school has entirely disappeared, and all the children of the county are transported to central graded schools. These central schools include both elementary and high-school grades. Home-making for girls, agriculture for boys, and health work are prominent. Short courses in farming are given for men and in home-making for women.

The courses of study in these schools have been greatly influenced by the practical work of boys' and girls' agricultural clubs, and the schools are centers for that work. It is of great interest that these consolidated schools start many girls and boys for college.

In every State of the South the State Universities have made great progress during the past twenty-five years. Several of them compare favorably with the older universities of the country, in quality of work, in equipment, in teaching personnel, and in productive scholarship.

There are many endowed private colleges in the Southern States, nearly all denominational, as in other parts of the country. The total invested funds of 78 of these colleges in 1905 was \$18,554,496. The invested funds in 1925 amounted to \$76,229,261, an increase of 310 per cent.

#### *The Education of the Negroes*

The South has made great progress in tax-supported schools for Negroes. Already there are upward of one hundred and fifty high schools for Negroes, housed in fine buildings, several of which cost over \$500,000 each. There are over three hundred graded schools for Negroes in the open country, where high-school subjects are taught, besides several thousand open country graded schools of elementary grade.

Several of the States have established

institutions of collegiate grade for Negroes, as, for example:

	<i>Value of Property</i>	<i>Annual Budget</i>
Virginia.....	\$672,350	\$176,919
South Carolina.....	733,715	144,744
Florida.....	486,000	74,404
Tennessee.....	749,614	78,947
Louisiana.....	850,200	74,594
North Carolina (5 schools)	2,175,000	206,500

In this brief statement we have mentioned but few things that illustrate their remarkable progress in education.

I repeat that to the glory of the New South it must be said that the material and the spiritual, the economic and the cultural, are hand in hand pressing on to higher things.

## INTELLECTUAL PROGRESS IN THE SOUTH

BY EDWIN MIMS

(Professor of English, Vanderbilt University)

NOTHING more important and significant is happening in this country or in the world to-day than the rise to power and influence of groups of liberal leaders in the South, who are fighting against the conservatism, the sensitiveness to criticism, and the lack of freedom that have too long impeded Southern progress. Such a statement may seem exaggerated to those who see only the surface indications of public opinion or who mistake noise for fundamental realities. The reactionary forces, stung to renewed action by evidences of the growth of the progressive spirit, are more outspoken, more belligerent, more apparently victorious, but their citadels are gradually being undermined by the rising tide of liberalism. The South once so potent in the life of the nation is passing through not only a remarkable industrial development but an even more significant intellectual renascence.

### *Liberal Leadership*

A good illustration is afforded by the meeting held at Vanderbilt University on February 1, when some twenty-five publishers and editors from nine Southern States came together at the invitation of the University to discuss ways and means to promote the educational development of the South. Chancellor Kirkland, in welcoming the group of newspaper men and in outlining the purpose of the conference, frankly admitted that the immediate cause of the meeting was the attempt of the University to put its College of Arts and Sciences in a position where it could serve

efficiently the needs of its constituency, but he expressed the hope that out of it would grow a movement throughout the entire South to equip and endow higher institutions of learning that would rank with the best in the country.

From his long and intimate study of educational conditions in this section, he analyzed the situation. Paying tribute to the heroic struggle of colleges and universities against the poverty produced by the Civil War and Reconstruction, he suggested that the plea of poverty could no longer atone for the failure to measure up to the best national standards. In this period, he said, "we are too apt to over-state our progress and to over-emphasize our virtues and achievements; we hypnotize ourselves into believing that relative progress keeps pace with the remarkable progress of other sections." Our educational work is not keeping pace with our material development, which is often made possible by the technical training of others. "Our political and intellectual salvation depends on a larger and wider degree of trained intelligence." Newspapers as leaders of public opinion ought to be able to awaken States, churches and individual philanthropists to the supreme duty and opportunity of the present hour.

The Chancellor's address, accompanied by a series of pertinent questions relating to actual facts in all the Southern States, called forth an intelligent and earnest response by these representative newspaper men. All of them expressed a willingness and a renewed determination to serve

the cause of educational progress in their respective States. In order that the findings of the conference might be conveyed to a larger meeting, it was decided that the whole problem should be submitted for discussion and action to the next annual meeting of the Southern Publishers' Association in July.

Despite the discouraging facts brought to light at this conference, there are many evidences that real and substantial progress is now being made. The phrase that has been so often heard, "the best in the South," is giving way to a demand that only the best standards of the entire country will satisfy progressive leaders. The recently reorganized medical school of Vanderbilt University, well equipped and endowed, the law school of the University of Virginia, the provision for graduate work in education at Peabody College for Teachers, the graduate school of the University of North Carolina, the engineering department of the Georgia School of Technology, the agricultural schools of the State Universities of Louisiana, Alabama, Georgia, and Tennessee, and the projected plans of Duke University, with resources that will cause it to rank with the foremost educational institutions of the world, are instances that serve to mark a new period in higher education.

#### *North Carolina's University*

There is no better illustration of the changes now taking place in the South than the contrast between the University of North Carolina of a quarter of a century ago and the University of to-day. Formerly a backwoods village pulled the University down to its level; the University is now lifting the village and the State to its level. The University then consisted of a few small buildings constructed in the early years of the nineteenth century and a few of more recent origin built from inadequate funds in the dark ages of American architecture. Now there are a score or more of new buildings that an awakened State has provided for the needs of a real University. The library, and laboratories would be a credit to any institution. The income for maintenance and for buildings is \$2,000,000—a sum that would have seemed incredible even a decade ago.

I doubt if there is any faculty in the country that, in proportion to numbers, is doing more genuinely scholarly work. Everybody has written a book or an article

or a monograph, or is reading the proof of one, or collecting notes for one. One is reminded of the saying of Bret Harte when he visited Cambridge at the time of the New England Renaissance, "You couldn't fire a revolver without bringing down a two-volmer." The academic sterility of most Southern scholars, struggling with inadequate libraries and laboratories and burdened with excessive hours of teaching, makes all the more noteworthy the productive scholarship of this university. The University Press has recently published a noteworthy series of volumes written or edited by University men or containing the lectures of leading publicists and scholars at the University.

Of special significance is the *Journal of Social Forces*, edited by Prof. H. W. Odum. It has now been running for four years and has maintained the high standard set by the first number. It has made good use of material at hand in the first-hand study of social problems by faculty and students and by other Southerners, and at the same time has had contributions from scholars of the country at large. It has thus become a truly national journal of sociology that has been highly praised by experts.

Excellent teaching and productive scholarship have gone on *pari passu* with a well-planned scheme of university extension that has kept the University in close touch with the life of the State. Through lectures, extension bulletins, correspondence courses, and attendance upon every variety of public meeting and associations, the members of the faculty interpret the best that the University has to offer, and at the same time they are bringing every year an increasing number of the people of the State in smaller and larger groups to Chapel Hill for conference and discussion.

#### *Other Institutions*

What I have written of the University of North Carolina applies, in part, to a growing group of colleges and universities—State, Church, and independent. They kept the fires burning through many a dark night on the altars of truth, and now eager-hearted young men and women are carrying the light to even the darkest corners. In 1896 only six institutions could meet the academic standards adopted by the Southern Association of Colleges and Schools; now there are nearly one hundred, despite the fact that the standards have been raised.

There has been a corresponding growth in endowment and in equipment.

To cite only a few cases: The University of Tennessee through a State mill tax and Federal appropriations has an income of nearly \$2,000,000, and has had a marked influence on the agricultural development of the State. The University of Louisiana is just completing a five-million-dollar building program. Tulane University, with excellent academic and medical departments, secured \$4,000,000 from the city of New Orleans. The Methodist, Baptist, and Presbyterian churches have recently had campaigns for their institutions that have put the best ones on a permanent basis. Emory University has come to a new life since its removal to Atlanta, and is now conducting a campaign for \$10,000,000. The University of the South (Sewanee) and Washington and Lee University have long represented the best traditions of the South combined with the spirit of modern science.

#### *The Writing of To-day*

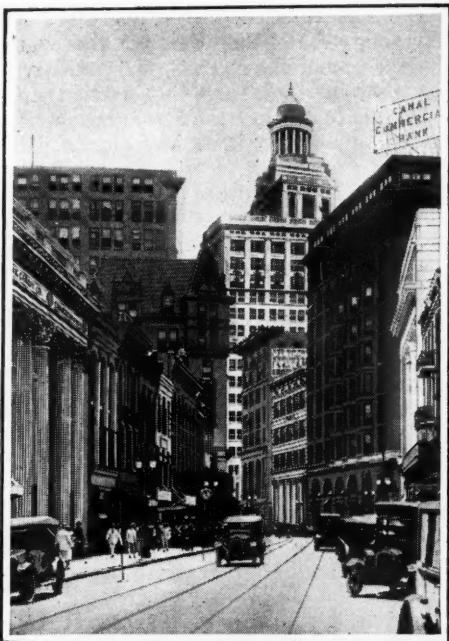
But intellectual progress is not confined to colleges and universities. More men and women are writing fiction, poetry, plays, and literary criticism than at any time in the past quarter of a century, and they are displaying a critical intelligence and poise, a sense of literary values and a reaction against sentimentalism and romance that have not been associated with the general conception of Southern writing. This ought to be the other side of that unfavorable view of public opinion in the South that one gets from so many newspapers, popular assemblies and actual laws.

Of distinct importance in estimating public opinion in the South are the well-established *Sewanee Review* and the *South Atlantic Quarterly*, and the more recent establishment of new magazines, such as the *Virginia Quarterly Review* at the University of Virginia, the *Southwest Review* at Dallas, the *Double Dealer* at New Orleans, the *Reviewer* and the *Journal of Social Forces* at the University of North Carolina, and the *Fugitive*, a magazine of poetry edited and published at Nashville by a group of instructors and alumni of Vanderbilt University. While these magazines have had contributions from writers in all parts of the country, they have been mainly filled with those from Southerners. Back of every one of them is an interesting group of intellectuals and progressives.

If I had to select one writer who best represents what is happening in the South to-day, it would be Ellen Glasgow. No one has written with more penetration and discrimination about the forces of reaction and progress that have been for a half-century contending for supremacy in the South. She has written, artistically to be sure, about social life and customs, politics, science, religion, education, material progress, and all other major concerns. There is not a single progressive movement in the South to-day that may not find enlightenment and inspiration in some one of her novels. The best represents the transition from the Old South to the New. Her "Barren Ground" is an allegory of the South rising from her deserted fields to fruitfulness and beauty.

The contrast between Thomas Nelson Page and Walter Hines Page is indicative of the change that is coming over the Southern mind—one representing the romantic point of view, the other the critical. There is a similar contrast between the memoirs and histories of the post-bellum period and the histories of a rather large group of Southern scholars who have applied critical and scientific standards to the writing of Southern history. The essays of Gerald W. Johnson and Howard W. Odum, noteworthy for courage and insight, are prophetic of a new criticism applied to Southern life and problems. John D. Wade's "Life of Longstreet" and Gaines' "The Plantation Tradition" are notable alike for their scholarship and fearlessness. But the change is most evident in the contrast between the stories and novels of the school that flourished a generation ago and those of, say, Ellen Glasgow, Corra Harris, James Boyd, Dubose Heyward, Julia Peterkins, and James Branch Cabell, more realistic in their method and more discriminating in their portrayal of Southern life.

Such liberal leaders of whom I have written are bearing the burden that forward-looking men have always borne. They have the critical intelligence, the courage, the faith of men who are fighting for emancipation from outworn traditions and shibboleths. They are cheered by the vision of a new age and a finer civilization. Their words are not always sufficiently articulate to carry to remote places; their achievements may seem fragmentary and incomplete; but both will assume a deeper significance with the passing of the years.



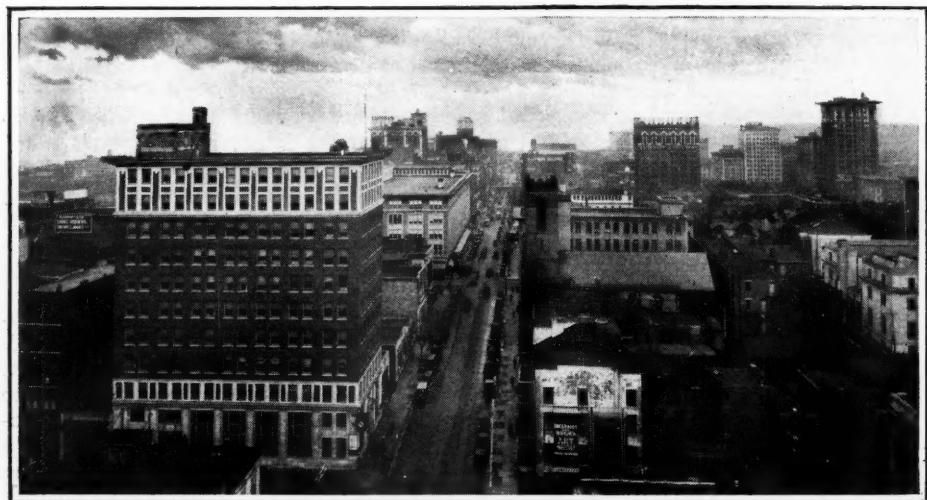
THE POCKET-BOOK OF THE FAR SOUTH

(This is Carondelet Street, New Orleans, with four banks and a branch of the Federal Reserve System showing in the picture. New Orleans is the second port of the United States, in volume of exports and imports)



AN ALABAMA "SKYSCRAPER"

(It is the home of the Birmingham *Age-Herald*, twenty-seven stories high, typical of modern progress in this great steel city. From 38,000 in 1900, Birmingham has become the metropolis of Alabama, with fully 200,000 population)



THE NEW RICHMOND, VIRGINIA'S CAPITAL AND LARGEST CITY

(Progress is not always measured in population growth, yet it may not be inappropriate to mention that Richmond doubled its population in the twenty years from 1900 to 1920. There are not many of our cities which can show such healthy growth. In older sections of Richmond—notably around Capitol Square—are many shrines reminiscent of stirring periods in American history)

# AMERICA DISCOVERS DIXIE

## SOME MAJOR FACTS ABOUT A VAST UNDEVELOPED EMPIRE

BY CLARENCE POE

(President and Editor *The Progressive Farmer*)

COLUMBUS discovered a new continent, but in that day of slow sailboats for ocean travel, slower canoes for rivers, and still slower pack horses for land travel, it took decades to start a great migration here. Now America discovers Dixie and in this day when railroads, steamships airships, and automobiles have given every man the wanderlust of Ulysses and the wings of Mercury, and when telegraph, telephone, and radio flash all news to a listening continent in the twinkling of an eye—in this far speedier day, a nation's discovery of a vast, undeveloped area results almost immediately in a great mass movement of humanity, of which one writer has already said:

It is the setting in motion of a current which may result in a national shift of population scarcely less important in American history than the rush to California and the far West in the days of '49. Though unwarlike and less violent, this movement may have effects as far-reaching as other celebrated hegiras; such, for instance, as the descent of the Goths on Rome, the Mongols on China, the Dutch on South Africa, or the Mormon trek from Illinois to Utah.

Certainly the South to-day is recognized the nation over as the new "Land of Opportunity." In fact, it is the last great undeveloped section of the North Temperate Zone, its one place left for pioneering on a vast scale.

### *The Next Half-Century Is the South's*

As the last fifty years, 1875-1925, have seen the development of the raw prairie States of the West into powerful commonwealths with well-ordered civilizations, so the next fifty years, 1925-1975, will see in the South the development of a rich, powerful, and symmetrical civilization which has been justly our due since the days of Sir Walter Raleigh and Captain John Smith, but from which slavery, war, reconstruction, and illiteracy so tragically de-

flected us. In 1810 North Carolina and the adjoining States had more manufactures than the six New England States combined, but slavery checked our industrial development, and in spite of the South's hugging the curse to itself, checked agricultural development also.

Then for forty years after Appomattox the South "made bricks without straw" as truly as did Israel of old. For the young Southerners of that time, as Sidney Lanier said, "most of living consisted simply of not dying." While the per capita wealth of the North much more than doubled from 1860 to 1890, the per capita wealth of no Southern State, except Florida, had climbed back to the 1860 level by 1890; nor had six of the eleven States reached their 1860 average by 1900.

While the North also fought its battles with a not unusual proportion of its able-bodied men, the South, as Grant said, "robbed the cradle and the grave" to fill its armies. Appomattox left it with legions of dead and wounded, its farms laid waste and factories in ruins, its currency destroyed its labor system revolutionized, and the two billion dollars in property values which the South had accumulated under constitutional sanction, in 4,000,000 slaves, was changed from an asset to a liability.

Moreover, while the South ostensibly paid no war indemnity, yet it may not be amiss to remember that of the \$6,701,000,-000 the nation has paid to North and West for Civil War pensions, the South without complaint has probably paid a full third—which third is an amount greater than the total assessed values of all the South's real and personal property as late as 1870.

Furthermore, to add to its Iliad of woes, the Reconstruction legislatures, while the Southern white man was impotent through disfranchisement, piled up public debts until these amounted in the case of Louisiana to

more than one-fifth her total assessed real and personal property values, and in the case of North Carolina to thirty-five times the total public debt of 1850. And to add to the demoralization and despair was the constant fear of the white Southerner that his State or his section might be permanently given over to the rule of an alien race.

Under such conditions and with such handicaps, it was impossible for industry to make progress. North Carolina had fewer manufacturing establishments when Benjamin Harrison was elected President than when Abraham Lincoln went into the White House. But by 1900 the tide had turned and the emancipated South again demonstrated the truth that "he who comes victorious from wrestlings long, laborious, has power with gods and men."

We have conquered poverty, we have conquered the "psychology of defeat," we have conquered whatever of bitterness or narrowness was left as a heritage of war, and now with a spirit more broadly national, I believe, than that of any other section, we take up a new century's tasks of empire building. We have come up through great tribulation, but we have come; having meanwhile achieved the great strength and serene confidence of one who, having performed the tasks of Hercules, unafraid awaits other tasks. And though we have made much progress these last twenty years, we propose to show "that which we have done but earnest of the things we yet shall do." The next half-century belongs to the South as the last half has belonged to the West.

#### *Twenty Years of One State's Progress*

Consider, for example, this concrete example of Southern progress: Walter Hines Page was born in the little village of Cary, eight miles from where I write. (An irreverent Raleigh wit has even said that Walter Page's journey from the Cary of 1855 to the Court of St. James's is the longest journey that has ever been made by man!) At any rate, Walter Page came back to Raleigh in 1903, as he often came back, and always with a message designed to wake up his home folks. His speech in 1903 was the commencement address at our State College of Agriculture and Engineering, and was a comparison of North Carolina with Iowa, two States about equal both in area and in population. I have a copy of that

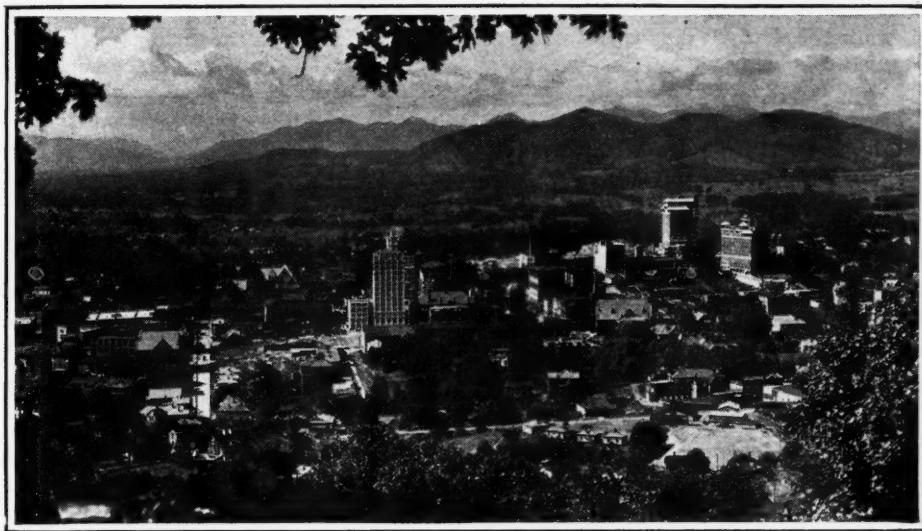
speech before me as I write this, and not only that but a copy of a little pamphlet of charts and diagrams comparing Iowa with North Carolina which Mr. Page then distributed to his audience.

In order to compare the progress since 1903 of North Carolina, a typical Southern State, with that of Iowa, a typical Western State, let us take a look at Mr. Page's 1903 statistics and the latest figures on the same subjects. Certainly everyone who has read the stirring epic of Iowa history as given by James B. Weaver in the March REVIEW OF REVIEWS will realize that in choosing Iowa as a competitor I have challenged a champion indeed; but we do not shrink from the comparison.

Take education, on which Mr. Page laid especial emphasis. He then showed that of North Carolina's population ten years of age and over, 28.7 per cent. was illiterate. By 1920 we had cut this figure to 7.6 per cent. Mr. Page also showed that in percentage of school attendance, ages five to nine, Iowa was more than 120 per cent. ahead of North Carolina, and for ages ten to fourteen, nearly 50 per cent. ahead of us. Now North Carolina and Iowa are practically tied in school attendance. And from 1903 to 1923, while Iowa increased the amount spent on public schools and secondary education from \$10,696,693 to \$48,194,195, or 354 per cent., North Carolina increased from \$1,583,000 to \$29,851,000, or 1885.7 per cent.—showing that while we have not caught up yet, we are making good speed on the way and are by no means out of breath!

Next take manufactures. Mr. Page's chart of 1900 census figures showed North Carolina producing \$94,000,000 worth of manufactured products, while Iowa almost doubled North Carolina with \$164,000,000. But by 1923, while wide-awake Iowa had increased its manufactured output more than 300 per cent., North Carolina had increased its output almost tenfold—from 94 millions in 1900 to 951 millions in 1923, forging long past Iowa's own new record of 690 millions.

Next take agriculture. Iowa still maintains its magnificent leadership as a livestock State, but in crop values the relative rank of the two States has changed amazingly. Mr. Page in 1903 used the figures of the 1900 census, at which time North Carolina's crop values were only 68 millions, against Iowa's 195 millions. Yet just



ASHEVILLE, N. C., "IN THE LAND OF THE SKY"

(This city in the Blue Ridge Mountains, 2350 feet above sea level, is a favorite resort, not only for summer visitors but also for Northerners who wish to escape the rigors of winter)

twenty years from the time Mr. Page spoke, North Carolina with 434 millions in crop values had only one State (Illinois) between it and Iowa—and while it had taken 21,786,000 acres of Iowa land to produce her 481 millions of 1923 crop values, North Carolina that year had piled up 434 millions in crop values from only 7,435,000 acres.

There is an ancient story of a small boy whose hens laid very small eggs until he put an ostrich egg at the entrance of the poultry yard with the sign below it: "Look at This and Do Your Best!" It was in this spirit that Walter Page in 1903 held up before abashed North Carolina the ostrich egg of Iowa's 359 millions of combined crop values and value of manufactured output, and compared it with North Carolina's paltry 162 millions of such combined values. "Iowa is beating you two to one—and then some," was the stern reproof righteously visited on us. And yet by the end of 1923, while Iowa had gone from 359 millions to 1171 millions in value of combined farm and factory output, thus making the superb increase of 226 per cent., awakened North Carolina had climbed, climbed, climbed from 162 millions to 1385 millions, and with a staggering total gain of 754 per cent. had gone \$200,000,000 past Iowa's yearly totals.

Finally it is a question as to whether it would more greatly have rejoiced or dum-

founded Walter Page in 1903 if he could have known that twenty years later his own brother Frank would be head of a State road-building movement which on January 1, 1925, reported 19,288 miles of surfaced road in North Carolina against 4727 in Iowa.

And in all that I have said, let it be remembered that Iowa is admittedly a great State (the March REVIEW OF REVIEWS affords overwhelming proof as to that), and a highly progressive State at least—will not our good-humored Northern friends pardon an irresistible impulse to say it?—at least as States go in Yankee-dom where they have not yet caught our twentieth-century Southern hustle!

#### *What About the South's Climate?*

Speaking of Southern energy and enterprise naturally leads us to a consideration of the one great distinctive and enduring characteristic of the South and that is its climate. And because this is so fundamental a matter, it is well to consider it rather carefully.

For a long time much of the South was made to believe that its climate was a liability. Now we know that it is an immeasurably valuable asset.

The whole situation in a single statement is that *the South has practically the same summer temperature as the North, with immeasurably more agreeable winters.* "Prac-

tically as cool in summer; vastly pleasanter in winter"—that is the whole story of Southern climate in ten words as proved by indisputable official data.

When I was in Minnesota sometime ago, I asked a farmer how hot it got there. "It goes up to 105 in summer and down to 40 below in winter," was his reply. Here in Raleigh no January day has ever reached zero (a Connecticut tourist past seventy years old has just come in my office who played golf here seventy-five days out of eighty-nine from January 1 to April 1 last year and eighty-five days out of these eighty-nine in a previous winter), and no August day here has ever touched 100.

A preacher from western New York who came to the South for his health told me

he could not work in the fields in New York without danger of sunstroke, but here in North Carolina he could. Since beginning this article I have taken the trouble to look up the latest available reports of the Weather Bureau in twelve typical, well-scattered Southern cities and twelve typical, well-scattered Northern and Western cities (figures in each case being the averages for all the years of Weather Bureau history), and the results are almost amazing. I am giving herewith the figures, showing for each city its average mean annual temperature, its average January mean and July mean, together with the lowest recorded January temperatures and the highest recorded July temperatures, and the total variation of extremes in each city:

#### TWELVE TYPICAL SOUTHERN CITIES

	Yearly Mean	Jan. Mean	July Mean	Jan. Min.	July Max.	Maximum Variation
Richmond.....	58.2	38.3	77.9	-1	100	101
Raleigh.....	60.0	41.7	78.3	2	103	101
Charleston.....	66.0	50.2	81.6	10	104	94
Atlanta.....	61.2	43.2	78.1	-2	100	102
Asheville.....	54.8	38.2	71.9	-2	94	96
Montgomery.....	65.6	48.7	81.6	5	107	102
Tampa.....	71.9	60.8	81.3	23	96	73
Birmingham.....	63.6	46.1	79.9	1	104	103
Memphis.....	61.6	41.4	80.7	-8	104	112
Vicksburg.....	65.6	48.2	81.3	3	100	97
New Orleans.....	69.3	54.5	82.3	15	102	87
Dallas.....	65.8	45.9	84.6	3	105	102
Average.....	63.8	46.4	79.9	4	102	98

#### TWELVE TYPICAL NORTHERN AND WESTERN CITIES

	Yearly Mean	Jan. Mean	July Mean	Jan. Min.	July Max.	Maximum Variation
Boston.....	49.6	27.9	72.0	-13	104	117
New York.....	52.0	30.8	73.9	-6	99	105
Cincinnati.....	54.9	32.4	77.0	-16	105	121
Indianapolis.....	52.8	28.6	76.0	-25	106	131
Chicago.....	49.2	24.4	72.9	-20	103	123
Des Moines.....	49.6	20.5	75.4	-30	109	139
Kansas City.....	54.8	29.8	78.1	-20	106	126
Saint Paul.....	44.0	12.0	72.0	-41	104	145
Bismarck.....	40.5	7.4	69.8	-45	108	153
Denver.....	50.1	30.3	72.0	-29	102	131
Spokane.....	48.2	27.0	70.0	-30	103	133
Los Angeles.....	62.5	54.9	70.3	28	109	81
Average for North and West.....	50.6	27.3	73.2	-20	105	125
Southern average.....	63.8	46.4	79.9	4	102	98
Difference.....	13.2	19.1	6.7	24	3	27

Perhaps never before have the indisputable statistical facts about the South's climate been put more clearly than in the above table of twelve typical Northern cities and twelve typical Southern cities. When the North and West have maximum July weather, they are three degrees

hotter than the hottest July days in the South. When record blizzards sweep over the continent, Northern and Western points shiver with temperatures 24 degrees below those of the Southern points. This is on the basis of extreme heat and extreme cold—the North 3 degrees hotter in maxi-



THE CALF CLUB, TO INTEREST AND INSTRUCT THE FARM BOY AND GIRL



DIXIE IS NOW A CATTLE COUNTRY

(A twenty-year fight against the Texas fever tick is freeing the South from that menace and opening the way for a great live-stock industry)



A BREAD-MAKING DEMONSTRATION BY ONE OF THEIR OWN MEMBERS

(A girls' club in Edgecombe County, North Carolina)



CORN IN TASSEL ON MAY 1, IN THE RIO GRANDE VALLEY OF TEXAS

mum hot weather and 24 degrees colder in maximum cold waves. And taking all the days of all the Januaries and all the Julys yet recorded by the various weather bureaus the South, while 19.1 degrees warmer in January than the North and West, is only 6.7 degrees warmer in July.

In the latest year for which Government statistics are available there were 104 deaths from excessive heat in New York State, 43 in Wisconsin, and 28 in California, against only 15 in Mississippi, 11 in Tennessee, 5 in North Carolina, and 3 in Florida—more deaths from excessive heat being reported from Nebraska and New Hampshire than from North Carolina and Florida!

#### *Agricultural Achievements and Possibilities*

Vitally bound up with this matter of climate, of course, is the length of crop-growing season. The United States Weather Bureau chart now before me indicates an average growing season for Raleigh of 210 days, 240 for Dallas, Vicksburg, and Macon, on up to 330 for Tampa, against 150 to 160 days for Nebraska, Iowa, and Illinois, and 100 days for portions of Wisconsin. In northern Wisconsin an agricultural leader told me their corn-planting season was about limited to ten days—May 20 to May 30. Contrast this with the situation on my old home farm: Our neigh-

bor on the west always began planting corn in March, while our neighbor on the north had a saying, "It's perfectly safe to plant corn June 20, but June 21 is too late!" I once owned some mid-Florida land on which corn was planted in January, and we are printing herewith a picture from South Texas showing a cornfield in full tassel on May 1.

What our long growing season means to the South in the matter of timber alone is well illustrated by a recent quotation from the *Magazine of Wall Street*, pointing out that timber grows to its full lumber cut-size in the South in one-half to one-fourth the time required in colder climates, and adding that in lumber—

The center of gravity has shifted South with a vengeance. One-fourth the acreage of a Canadian timber company will supply the Southern grower with as much lumber. In 1870 the South produced 2 billion board feet a year against 11 billions in the North. To-day it produces 17 billions out of 31 billions, or the greater part. When one thinks of the supremacy in naval stores (rosin, turpentine) that goes with this timber leadership, its importance becomes obvious.

Nevertheless, it should be frankly admitted that up to now the South has but half realized upon the advantages offered us by our long growing season. Our soils are less fertile than those of other sections, and one reason is that our mild winters—which we should make a priceless asset by having green fields of cover crops all winter long for soil-improvement and stock feeding—we have often allowed to become an agricultural liability, because on bare lands our mild winters let fertility leach away. The cold winters of the North lock up fertility there; the spring thaws find the soil neither richer nor poorer than in the fall. Here in the South, by neglecting the advantages offered by mild winters, our soils are poorer in spring. By utilizing the mild winters, we can not only maintain soil-fertility but grow something to increase it all winter long; and this is part of a well-rounded program of agricultural progress which is fast remaking Dixie.

Farm demonstration work, home demonstration work, club work, and vocational agriculture in high schools are carrying scientific knowledge to young and old of both sexes; the eradication of cattle ticks and the campaigns against bovine tuberculosis have prepared the way for a real livestock industry at last; the development of cooperative marketing has put farming on

a better business basis, and in a hundred other ways the general campaign for "Better Farming, Better Business, Better Living," goes forward.

How successfully this better-farming campaign is progressing is strikingly indicated by the fact that of nine States showing more than 250 per cent. gain in crop values during 1900-25, five are Southern—and every other Southern State averaged more than 150 per cent. gain!

Moreover, the opportunities and probabilities of further agricultural expansion are far greater in the South than in other sections for a very patent reason. I have already referred to the fact that in 1923 North Carolina, cultivating 7,000,000 acres, piled up \$434,000,000 in crop values while Iowa, cultivating 21,000,000 acres, reached only \$481,000,000. There is the point: We in the South have high-value-per-acre crops and we are as yet cultivating only a fraction of the acreage that is suitable to cultivation. We have twice the growing season of the leading Western States and while they have almost reached their maximum of acreage, (Mr. Weaver in the March REVIEW OF REVIEWS speaks of Iowa's achievement in "marshalling 95 per cent. of the State's total area into cultivated fields"), our Southern States can easily double or triple their crop acreage. Of the total land surface of Iowa, Illinois, Indiana, Ohio, Kansas, and North Dakota, more than half is already growing harvested crops, while as yet the percentage of land in cultivation in various Southern States is only as follows: Virginia, 23; North Carolina, 21; South Carolina, 30; Georgia, 33; Florida, 5; Alabama, 25; Mississippi, 22; Louisiana, 14; Arkansas, 20; Tennessee, 28; Texas, 15.

It is plain, therefore, that as the South develops industrially, and as cities and towns grow and thereby enlarge the market for all farm products, vast new areas of farm lands will be brought into cultivation, and since the opportunity for such increase does not exist in the West, the already narrow margin between Southern and Western States in crop values will disappear, and Southern rather than Western States will inevitably sooner or later take the lead in the nation.

Some further facts about the principal Southern farm crops may be of interest. The truth is that the South can grow successfully any of the important crops the North and West can grow, while of cotton,

rice, sugar-cane, tobacco, peanuts, soybeans, cowpeas, sweet potatoes, and early vegetables and fruit, the Southern States have almost a monopoly.

#### *Striking Facts About Cotton*

Cotton is, of course, almost synonymous with Dixie. And last year the South planted in cotton 48,000,000 acres—an area so great that you could lose in it the total combined land surface of all six New England States and have plenty of room for garnishing the dish on the sides with more than half a dozen States the size of Delaware! And yet so vast is the South's area that we also had acreage enough in other crops to swallow again all six New England States with another half-dozen Delawares thrown in for side-seasoning. Georgia's corn acreage was greater than Ohio's, North Carolina's greater than Wisconsin's, and Tennessee and Kentucky each planted practically half as much corn as Kansas.

As for cotton, in the past it has been too easy to grow it. "Cotton, a Negro, and a mule will stand more neglect or hard luck and not show it than anything else," has been a common saying in the South. Other crops if seriously neglected might be practically total failures, but before the boll weevil began its all-conquering twenty-five year march across the entire belt, cotton, if given half-way treatment, would give at least a half-way sort of crop. Consequently, large plantation owners could rent out their land to Negro tenants, live in town, collect the rents once a year, and pay little attention to the cultivators of their plantations.

But the boll weevil has given a severe jolt to this system. In order to get any sure return now from shiftless tenants, they must be carefully supervised. Hence, absentee landlordism becomes less profitable. Careless methods of farming have become more risky. In the long run more intelligent labor, a larger degree of home ownership, and a wiser diversification of crops should be insured by the coming of the boll weevil. "More than one important source of cash income" is becoming one of the accepted rules of safe farming.

Another fact that should be mentioned in connection with the cotton crop is the most often unappreciated importance of the cotton-seed industry. For decades cotton-seed was purely a waste product. My grandfather so regarded the seed at his

cotton gin, while an associate in my office says: "My grandfather built his cotton gin on a creek-bank in order to get rid of the seeds easily, constructing a chute so as to carry them to the stream." To-day cotton-seed is one of the country's foremost food and feed products, furnishing vast quantities of oil for human consumption and vast quantities of meal for animals, with the result that cotton-seed alone, apart from the cotton lint, is exceeded in value by only seven American farm crops—corn, cotton lint, hay, wheat, white potatoes, oats, and tobacco. Cotton-seed has greater value than the combined barley, rye, and buckwheat crops of America, and a value twice that of America's commercial apple crop, while the value of cotton-seed products has passed the half-billion mark in a single year. Edward Atkinson used to say that so valuable is the cotton-seed, if thrifty New England could grow a cotton that would make seed alone, without any lint at all, it would be one of the outstanding agricultural products from New Brunswick to New Haven!

#### *Tobacco and Other Southern Crops*

It would be gratifying if we had space to discuss other Southern farm products in detail. Consider tobacco, for example: How many people know that besides all the tobacco consumed in America, we export half as much tobacco (in value) as wheat? And how many know that tobacco production has practically doubled in the last twenty years? In the first eight years of this century (1901-08) the country's tobacco production averaged only 757,000,000 pounds, whereas in the last eight years it has averaged 1,348,000,000 pounds, or more than ten pounds a year for every man, woman, and child in the country. And of the 1,747,000 acres cultivated in tobacco last year, 1,348,000 acres were in Virginia, Kentucky, the Carolinas, Tennessee, and Georgia. Of every three pounds of tobacco grown in the whole world to-day, one pound comes out of Dixie soil; and this proportion is likely to increase rather than decrease because of recent radical changes in popular taste in the matter of tobacco. As the United States Department of Agriculture said in its 1922 *Yearbook*:

Maximum production of chewing tobacco was virtually reached as early as 1897. On the other hand, production of pipe-smoking tobacco increased rapidly until about 1910, while the subsequent rate

of increase has been much slower. Manufacture of *cigars* increased rapidly until about 1906, but since that time the rate of increase has fallen off. Beginning about 1910 the production of machine-made *cigarettes* began to increase with remarkable rapidity, and this rate of increase has been steadily maintained.

Since 1922 the drift toward cigarettes has been further accelerated. Seemingly every nation, whether American, European, Jap, Chinese, Hindu, or Hottentot, is getting to the point where it would "walk a mile" for a pack of almost any brand, and the South has a monopoly of the country's soils suited to cigarette-tobaccos. The so-called "bright tobacco belt" of Virginia, the Carolinas, and Georgia (Georgia has just begun tobacco-growing on a large scale) is the main source of supply, with the Kentucky burley district supplying the remainder.

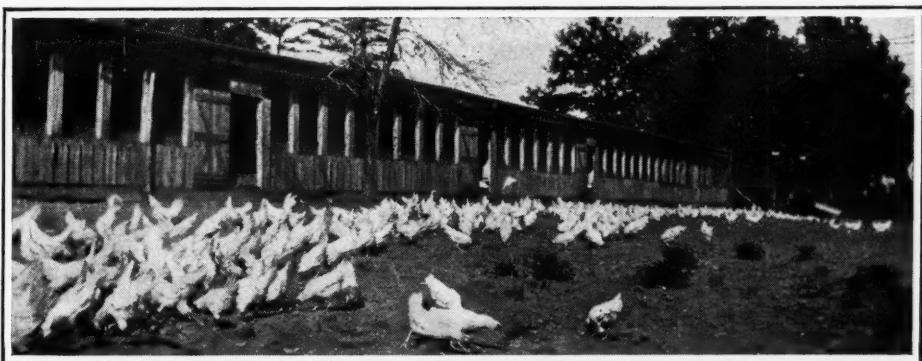
Another significant fact about Southern agriculture is the gradual awakening to the little less than marvelous range of agricultural products which it is possible to grow here. In the last twenty years two new annual legumes—soy-beans and velvet beans—have been tested out, fully approved, and admitted into the family of indispensable Southern crops. The remarkable diversity of Southern soil-types, which scientists compare with the virtual uniformity of Western prairie soils, also offers opportunity here for discovering new crops especially adapted to particular soil-types.

The so-called Sandhill region of North Carolina, for example, when I was a boy, was declared to be "no good except to hold the world together," while to-day it is recognized as one of the finest peach-growing areas of the country. The pecan industry has been developed as one of the important sources of agricultural wealth. Moreover, almost simultaneously with the eradication of the cattle tick in most of the South and the awakening to the distinctive opportunity for likewise exterminating bovine tuberculosis, our agricultural scientists are finding that lespedeza and carpet grass, two other newcomers into the society of approved Southern agricultural plants, go far toward solving the long baffling problem of profitable pastures in the coastal plains.

Last but not least, let us consider the case of a crop which has had the hardest time in the world getting anybody to recognize it as a crop. Not even the United States Department of Agriculture has yet given it official recognition as a crop by including it in its annual announcement of



GOING TO SCHOOL WITH THE COUNTY FARM DEMONSTRATION AGENT



POULTRY WITH GREEN FEED AND SUNSHINE ALL THE YEAR



A SOUTHERN TOBACCO FARM—"SMOKES" FOR THE WHOLE WORLD

(The South has a virtual monopoly of land adapted to cigarette tobacco, the use of which is growing immeasurably more rapid than any other form of the "weed")

"total crop values" by States. I refer to our timber crop—which is no less a "crop" than corn or wheat or cotton even, though it takes only a few months for them to mature and a number of years for our tree crop to reach maturity.

#### *The South's Timber Crop*

At any rate, timber is one of the South's greatest assets, even though for a long time we wasted it as recklessly as we wasted our cotton-seed by-product. Of the fourteen States cutting more than one billion feet of lumber each in 1923, nine were Southern. These, in order of rank, were Louisiana, Mississippi, Alabama, Texas, Arkansas, Georgia, Florida, North Carolina, and South Carolina. The other five States were Washington, Oregon, California, Idaho, and Wisconsin.

The present forest area of the Southern States is nearly 200,000,000 acres, or four times the total land surface of the six New England States, while Arkansas, Florida, Georgia, Alabama, and North Carolina each has a forest area of greater average size than the combined land surface of all the New England States except Maine. Furthermore, while Oregon, Washington, Idaho, and Montana have forest areas comparable in extent to those of Southern States, they are largely in rough or mountainous sections, and when the virgin timber is once cut, new timber growth will proceed much more slowly than in the South.

Immense mills on the Pacific Coast today, cutting virgin timber in dense stands close to the water, are able because of the low price of stumpage there to enter the Eastern market in competition with Southern timbers, especially the higher grades. This possibility will disappear when the South seriously begins to practice forestry. Furthermore, for certain classes of hardwood the South has practically no competitor. Oak, gum, poplar, hickory, ash, will always be grown in the South, and in larger quantities, and in a shorter time, than the Northern hardwoods.

The two factors that will make it possible for the South to eliminate competition are: (1) the nature of the forest-growing lands, mainly level, lying near the coast or along great waterways, and (2) our climate or long-growing season by reason of which we can grow two to four crops of timber in the same time that it takes to grow one crop in the North. Let me present at this point the

opinion of Forester H. M. Curran, who has had lifelong experience in forestry work, not only in America but in Asia, South America, and the Philippines:

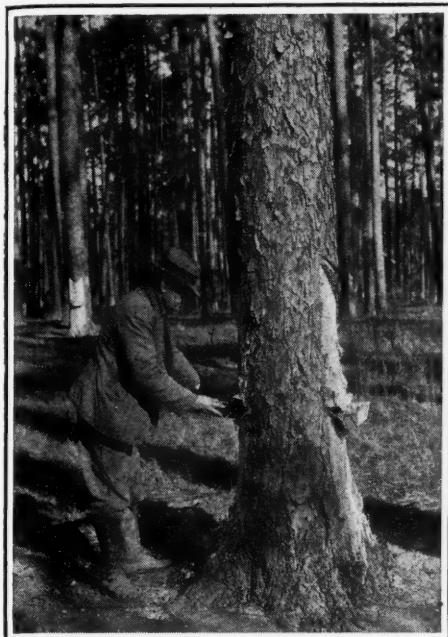
*The prospects are that at least for all temperate regions, the South will remain the world's greatest center of production and manufacture of forest products. The South can grow timber in one-half or one-fourth the time required in the North, can cut and manufacture as cheaply as it can be done on the Pacific Coast, can manufacture in its finished forms as well as the North, and has rail and water transportation facilities which make it able to ship its products to Europe, South America, the Northern States, or even the Pacific Coast and meet any competition. The fact that waste of Southern pine and hardwood can be utilized for the manufacture of high-grade pulp means that within twenty-five years the great centers of paper-making and artificial silk production will be in the Southern States, while chemical wood industries, yet in their infancy, will also drift to the South.*

#### *A Conspiracy of Nature*

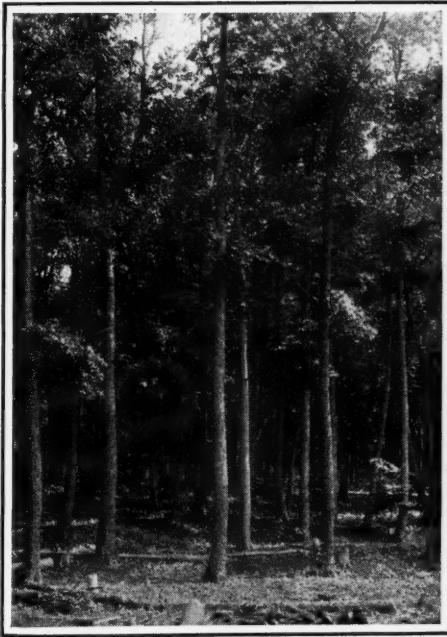
A separate article might well be given to the South's ports, but I must content myself with asking the reader just to glance for himself at any map of the United States and note that of 4883 miles of American coast line, the South has 2728 miles, and then note this recent utterance of former Senator Albert J. Beveridge, of Indiana (given, I believe, in a message to the *Manufacturers Record*):

The place of the South on the map of the world ought to make it the heart of industry and civilization. The greatest system of waterways on the globe gathers into a mighty trunk line which pours through the South to find its outlet in your Southern Gulf. This vast land-protected sea is an ocean in itself, giving to the South trade advantages which, if used, would be unrivaled. The Panama Canal opens the commerce of mankind to the South more than to any other single part of the public. From Norfolk to Galveston the South has a chain of seaports, the poorest of which is better than the best German seaport, and the best of which is as good as those of England.

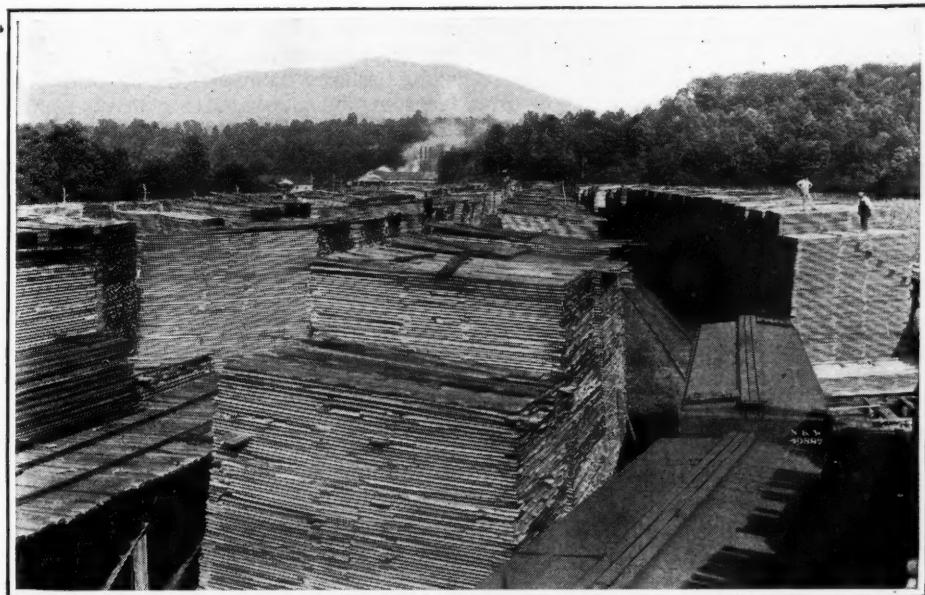
The South's progress in manufacturing and the amazing development of our water-powers constitute fascinating chapters in Southern industrial history which I must also leave to other writers. But J. G. K. McClure's remark, that one little-known North Carolina river, the Catawba, now furnishes the South more power than was furnished by all her slaves, deserves passing on. So does Bion Butler's declaration that with the South's high mountains on one side, her long line of seacoast on the other, the vast power developed by our streams in rushing from mountain-slope to sea-level, the iron and coal in our uplands,



**TURPENTINE FROM A SOUTHERN PINE**  
(By distillation the sap is separated into turpentine and rosin, the turpentine in great demand for paints)



**CHESTNUT ON A SOUTHERN MOUNTAINSIDE**  
(A blight which has virtually destroyed this hardwood in most sections seems to have left no visible mark here)



**A VIRGINIA LUMBER-YARD, EVIDENCE OF THE TIMBER CROP AS AN ASSET TO THE SOUTH**  
(Of fourteen leading timber-cutting States, nine are in the South. Experts have said that the South can grow timber in one-half the time required in the North)

our long-growing season for all crops, our unrivaled resources in timber, and our mild winters which so markedly reduce fuel and living costs, there exists a veritable "conspiracy of nature" to make the South a great industrial as well as agricultural region. "A conspiracy of nature"—that's what it is!

#### *The Healthfulness of the South*

"But what about the healthfulness of the South?" is another question commonly asked. By way of answer I need do nothing but give the latest announced death-rates per 1000 for white people in the thirty-seven States of the United States registration area (1922). From this table it will be seen that for the eight Southern States in the registration area—Virginia, North Carolina, South Carolina, Georgia, Florida, Mississippi, Louisiana, and Tennessee—the average annual white death rate is only 9.7 per 1000 inhabitants, while the average rate for the other twenty-nine States is 11.3, or 17 per cent. higher than for the Southern States.

DEATH-RATE PER 1000 AMONG WHITE POPULATION

Idaho . . . . .	8.0
Montana . . . . .	8.1
<i>Mississippi</i> . . . . .	8.6
Wyoming . . . . .	8.9
Georgia . . . . .	9.1
Nebraska . . . . .	9.1
<i>Louisiana</i> . . . . .	9.4
Minnesota . . . . .	9.4
<i>Tennessee</i> . . . . .	9.5
<i>South Carolina</i> . . . . .	9.7
Washington . . . . .	9.8
Kentucky . . . . .	9.9
Wisconsin . . . . .	10.1
Kansas . . . . .	10.2
<i>North Carolina</i> . . . . .	10.2
Utah . . . . .	10.3
<i>Virginia</i> . . . . .	10.3
Missouri . . . . .	10.7
<i>Florida</i> . . . . .	10.8
Illinois . . . . .	11.0
Ohio . . . . .	11.0
Michigan . . . . .	11.1
Oregon . . . . .	11.3
Indiana . . . . .	11.7
New Jersey . . . . .	11.8
Connecticut . . . . .	11.9
Pennsylvania . . . . .	12.0
Delaware . . . . .	12.1
Maryland . . . . .	12.4
Massachusetts . . . . .	12.7
New York . . . . .	12.8
Rhode Island . . . . .	12.9
Colorado . . . . .	13.3
California . . . . .	13.9
Vermont . . . . .	14.6
New Hampshire . . . . .	14.6
Maine . . . . .	14.7

The truth is that the achievements of public-health work in the South these last twenty years constitute not only in Florida but in many other sections the foundation on which the new progress is built. In 1898 I went through Memphis when a yellow-fever quarantine prevailed. Now yellow-fever is a thing of the past. Typhoid fever once slew its thousands; now no one need die from it unless he invites death by refusing to be vaccinated. Malaria is no longer a bugbear. Hookworm disease has been practically exterminated. And everywhere the campaigns against tuberculosis go forward with such success as that in North Carolina where there were 4800 deaths from tuberculosis in 1913, and only 2369—less than half as many—in 1922.

#### *The White Population Gaining Steadily on Negro*

"And what of the Negro?" someone inquires. "Is he an increasing or decreasing factor in Southern life? Is he being more or less generously treated than formerly? Is lynching, for example, on the wane or on the increase?"

Very specific answers can be given to all these queries.

The South is getting whiter all the time, the proportion of Negroes in each State steadily decreasing. Even from 1860 to 1900, while white Southerners were still going West in vast numbers, practically no white settlers coming South, and few Negroes going North, the percentage of whites steadily increased. Now that white emigration has been checked, white immigration begun, and the Negroes are going North in increasing numbers, it seems not unlikely that the end of this half-century will find no State with more than 20 per cent. Negro population. Accompanying the increasing proportion of whites, too, has come a lessening of racial friction; the ancient fear of "negro domination," once almost a hysteria, has passed, lynchings have decreased, and there is a growing willingness to deal liberally with the Negro in educational and other matters. In five Southern States last year—North Carolina, South Carolina, Tennessee, Texas, and Oklahoma—not a single lynching occurred, and from only three Southern States was more than one lynching reported.

To be still more specific, lynching has already decreased exactly 90 per cent., and before this half-century ends will probably

be as nearly extinct as is duelling to-day. From 1885 to 1900, inclusive, the United States averaged 159 lynchings a year; the years 1924 and 1925 averaged only 16. It is also pertinent to recall that from the beginning lynching has been to a much less extent than is generally believed an expression of race hatred, and to a much greater extent than is generally believed a survival from the "vigilance committee" spirit of pioneer days in thinly settled and poorly policed areas. For example, in 1885-'86, the two earliest years for which statistics for all States are available, 173 whites were lynched against 149 Negroes.

And as for further evidence of the growing disposition to deal fairly with the Negro, it may be noted that North Carolina now provides better schools for its Negroes than it did for its whites twenty years ago. In fact, North Carolina to-day spends for educating its 700,000 Negroes twice as much as it spent in 1903 for its 2,000,000 white and Negro population combined!

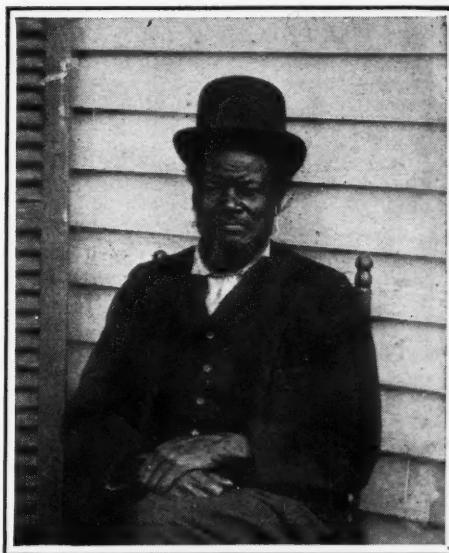
#### *Qualities and Characteristics of the Southerner*

Finally, what shall be told of the Southern white people themselves? That they have all the usual frailties of mankind goes without saying, but they also have certain outstanding qualities of which mention should be made.

To begin with, they are of the undiluted American pioneer stock which subdued the wilderness, won the independence of the nation, and established self-government. To this day the South has maintained the purity of her original English-Scotch-German blood, which the nation in her own case has recently sought to safeguard by drastic immigration laws. I recall a remark that Senator Henry Cabot Lodge made to me as he walked through the streets of Raleigh—that it was for him an almost unprecedented but singularly happy experience to move among an American city's crowds all day and hear no word spoken in a foreign tongue!

A more studied tribute was once paid to our section by that other scholarly Massachusetts Senator, the late George Frisbie Hoar:

As I grow older I have learned not only to respect and esteem, but to love the great qualities which belong to my fellow citizens of the Southern States. They are a noble race. We may well take pattern from them in some of the great virtues which make up the strength as they make up the glories of the



"BLACK BOB"

(One of the twenty-two slaves owned by the author's great-grandfather when he died in 1858. A bill of sale, for division among heirs, shows prices ranging from \$275 for a three-year-old to \$1000 for a seventeen-year-old. Bob himself, then sixteen, was valued at \$941. The average of the twenty-two was \$591. Assuming an average value of \$500 for the four million slaves in 1860, the South had two billion dollars invested in them)

free States. Their love of home, their chivalrous respect for women, their courage, their delicate sense of honor, their constancy which can abide by an opinion or purpose or an interest for their States through adversity and prosperity, through the years and through the generations, are things by which the people of the more mercurial North may take a lesson. And there is another thing—covetousness, corruption, the low temptation of money, have not yet found a place in Southern politics.

It is the hope of all who love the South that the qualities which the great New Englander graciously described may long remain our heritage—and may aid us in solving the problems we already have, and others which a changing social and industrial order will inevitably develop.

Certainly, too, do I feel sure of the correctness of what I said in the outset—that the South instead of being narrowly sectional, as is so widely believed elsewhere, is really to-day the most broadly national section of America. By that I mean that here the heroes of North and South, of blue and gray, are honored with an even-handed generosity such as folk in other sections have not yet thought it quite fitting to bestow. Moreover, since it often happens that the attitude of a people may be most simply and vividly explained in terms of individual experience,



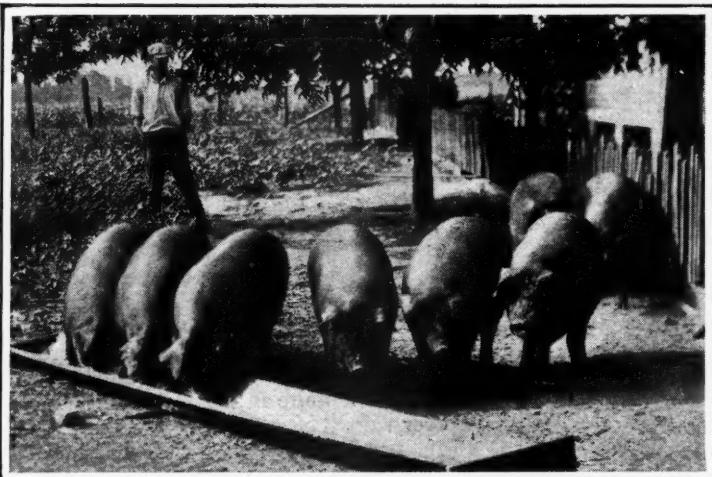
**AN  
ATTRACTIVE  
SOUTHERN  
FARM HOME**

(A marked improvement in architecture is taking place. Beautiful homes were built before the war, but during the fifty years after 1865 relatively few well-designed homes were built)



**THE FARM KITCHEN LEARNS PROGRESS, TOO**

(Most gratifying is the improvement in home-making methods in the South, as a result of the home-economics work of the U.S. Department of Agriculture and the cooperating States. This spotless and properly equipped kitchen is one of the results of that movement)



**A VOCATIONAL STUDENT AND HIS PROJECT**

(Teachers of vocational agriculture in the high schools of the South are now doing for boys what Dr. Knapp and the farm demonstration work began to do for older farmers twenty years ago. This picture shows a Georgia student and the pigs he has brought to profit and perfection as his school "project")

it may be well to repeat this bit of personal testimony—that my father was a Confederate soldier, my ante-bellum ancestors were all slave-holders, my rearing was among people tragically impoverished after the war, I have traveled in and discussed Southern questions in every State from Virginia to Texas inclusive, and years of my life were spent in a home presided over by a woman whose father was a Confederate general slain at Antietam; and yet I can truthfully say that I do not recall having once heard man, woman, or child in the South say, "I am sorry we are in the Union rather than in the Confederacy," or "I am sorry slavery was abolished"—unless it was the wholly humorous remark of some woman who could not keep a cook!

I voice the common feeling of the South when I say that I am proud that my father fought in the armies of the Confederacy, but I am also glad that the stars in their courses fought against him. I voice the common feeling of the South when I say I believe that under the Constitution secession was an implied right, and that I am not sorry my father fought for its recognition, but I am glad that triumph came to that "law higher than the Constitution," which Seward years before had foreseen as the final victor in the "irrepressible conflict."

To-day as I write this a photograph of Lee on "Traveler" looks down on my desk from one side and from the other side a photograph of Lincoln. And certainly in the public schools my children attend, Lincoln's birthday is not less well observed than Lee's—a fact which seems none the less fitting when we recall that Lincoln was born in the South of typical Southern poor-farmer stock, and no one can say when, or where, or in whom the genius of his race may not again "burst full blossomed on the thorny stem of time." For without doubt many a great man will come out of the South these next fifty years. Many a great leader would have come out from among our people these last fifty years—

But Knowledge to their eyes her ample page  
Rich with the spoils of time did ne'er unroll;  
Chill Penury repressed their noble rage  
And froze the genial current of the soul.

As Dr. C. Alphonso Smith said: "I never go into a Southern graveyard without thinking of the possibilities for leadership in art, literature, science, statesmanship, and industry that have been forever lost to our section because of our failure to educate our

people." A Governor of South Carolina once argued that the State should support a great university rather than common schools, saying, "One sun is better than a million stars," but he tragically forgot the great truth later preached by another Southern Governor that, "Thank God, you cannot put your hand on the head of a boy and say, 'Here is going to be a Jefferson or Lee or Tennyson or Raphael,' but we must educate all in order that the Jeffersons and Lees and Raphaels and Tennysons may be discovered and developed."

We are educating all now; "the equal right of every child born on earth to have the opportunity to burgeon out all there is within him" is no longer a matter of debate. And with the education of all the people we shall develop at last a vital and varied culture of whose coming there are already signs not a few. An hour's ride from where I write workmen and builders are busy materializing the dream of James B. Duke for a great Southern university more richly endowed than Harvard, or Yale, or Princeton, while a little farther away plans are maturing for a hospital system probably unrivaled in magnitude of endowment by any other similar unit on earth. Near Atlanta (in spite of the unseemly wrangles that have prevailed about it) plans are really proceeding for the completion of one of the most majestic historical memorials this side of the Pyramids. In Nashville has just been completed one of the few art museums worthy of the name to which the South can lay claim, a costly replica of the Parthenon. At Chapel Hill native Southern drama of a really high order has been nurtured and developed. And everywhere over the South, instead of the old supersensitiveness to criticism there is a disposition to recognize frankly the faults and shortcomings of our section and plan courageously for remedying them. The entrance of women into new fields of activity has had a quickening effect on the public mind, and the civic conscience manifests a new sensitiveness toward many an old abuse.

#### *Contribution to "the Art of Living"*

"The Old South," someone has said, "contributed nothing to art, nothing to architecture except the beautiful old plantation residence of the slave master, and little to literature; but to the art of living it did contribute immensely." It is easy of course to explain the absence of more substantial

contributions to art and literature by the older generation—the isolation of the classes and the illiteracy of the masses were the answer—but the thought about the South's contribution to the art of living is worth remembering as we contemplate the greatly enhanced influence which the South will undoubtedly have on all forms of American thought and culture these next fifty years. In spite of all the material prosperity which is at last in evidence, the South is not forgetting that a man's life consisteth not of the things which he possessth. To cherish friendships, to practice hospitality, to prize one's honor and the honor of a family name as something priceless, to find some leisure for the graces of life, and to nurture always that love of home which the late Senator Hoar of Massachusetts mentioned as first among Southern characteristics—all these are part of the Southern tradition, and traditions have a way of persisting in spite of occasional efforts to flout or decry them.

Dixie is indeed going to have an epoch-making development. Of course some "booms" are surely going to be overdone—badly overdone—and bring about temporary reactions. The gambler-minded men who come South with the expectation of

making easy money through luck will have to give way to men of thrift, prudence, and industry who are willing to invest genuine effort and capital, accept gradual profits, and grow up with the country. For such men life's opportunities here the next thirty years should be just a little better than anywhere else in America. Both in agriculture and industry our destiny is assured. There is, indeed, "a conspiracy of nature" to make the upland South one of the great industrial centers of the world. And there is indeed "a conspiracy of nature" to make the whole South with its long growing seasons, its high-value-per-acre crops, and its opportunity for doubling or quadrupling both cultivated acreage and yields per acre, the richest agricultural section of America.

Nevertheless, in the rich new civilization which will be developed here, with its infinite range of reactions upon the nation's life in all its phases, we may expect a little less emphasis on money and things than has characterized American life in this generation, and a little more concern for success in the art of living. That may prove to be the South's distinctive contribution to what will eventually develop into the American tradition.



THE STATES OF THE SOUTH, WITH SOME OF THEIR LEADING CITIES

# THE SOUTH'S RESOURCES

## THEIR DEVELOPMENT, PAST, PRESENT, AND FUTURE

BY RICHARD HATHAWAY EDMONDS

(Editor *Manufacturers Record*, Baltimore)

**V**IEWED from the material standpoint the South is the nation's greatest asset. Its resources for the creation of wealth, the development of the widest variety of industries, the expansion of agriculture including dairying and other lines of diversified farming, and for world commerce are greater than those of any other equal area on earth. Broad as is that statement, it is fully susceptible of demonstration.

### *Tributes from Northern Capitalists*

Perhaps this situation was never more clearly and emphatically stated than in a letter which I received many years ago from Hon. Wm. D. Kelley, then known as "the Father of the House of Representatives," and sometimes called "Pig Iron Kelley" by reason of his devotion to protection on pig iron. Judge Kelley had just returned from an extensive trip for the purpose of making a careful study of the South and its resources. In one of his letters he said: "The development of the South means the enrichment of the nation," and continuing his discussion of the South and what its development would mean to the country, he wrote:

It was the building of an empire in the West that relieved and enriched the East as well as the West. The enormous energies, the "plant" used in that task, unparalleled in the magnitude of the work and the greatness of the reward to all, is now seeking a new field of investment, and there is no spot on earth sufficient for it and within its reach but the South.

I do not consider that there ever existed in the West, great as its wealth is, nor in any other portion of the country, anything like the natural wealth of the South. A very large part of the South is blessed with a climate unexcelled, if equaled, elsewhere in the world. As to the mountainous region of the South, it is richer in natural wealth and in advantages for development of that wealth; it has a finer climate, better water, and higher condition of health than any other region of which I have any knowledge, and is, withal, one of the most beautiful regions in the world.

While Judge Kelley in this glowing tribute to the South and to the vastness of the opportunity which it offered for enriching the nation referred especially to the half-million square miles of area south of the Ohio and east of the Mississippi, the territory which he had been studying, he might with equal truth have extended his glowing story to include the Southwest—Texas, Arkansas and Oklahoma; for their resources match in variety and extent those of the Central South.

Abram S. Hewitt was one of the foremost business men, and one of the most far-seeing statesmen of his day. In 1857 he took an option upon the entire iron ore field of the Birmingham district, expecting to begin a large development there; but seeing the signs of the coming Civil War he abandoned the project. After the war, however, he invested heavily in the South and became one of its most enthusiastic advocates. Writing to me on the subject he said:

Every element for success exists in the South—in raw material, in climate, in the natural forces of nature, and above all, in an abundant supply of labor.

There is no corresponding region on the habitable globe which has so many advantages as the South, all available by natural or artificial communications, and capable of more economical operation than in any other part of the country.

And in addition to this he suggested that "the South will become the garden of the world."

Last year Mr. Darwin P. Kingsley, president of the New York Life Insurance Company, in an address before the officials of his company who had gathered in an annual meeting in Florida, said that the value of climate as an asset to a country had not heretofore been appreciated, but that people had now come to realize that climate is a tremendous factor in the creation of wealth and in the settlement of a country; and speaking of the southern climate he

said: "Climate is the key that unlocks the door to Paradise."

Similar statements could now be given from hundreds, indeed from thousands, of the foremost men of America.

If the South has all of these advantages why did it remain so long only partly developed and in poverty? is a question which may very properly be asked. It was asked some years ago by a group of Western men who had been invited by a southern coal operator to take a trip with him through the South. Starting on the journey from Chicago during a severe blizzard, these investigators within twelve hours had passed out of the snow region and shortly thereafter were listening to the singing of the birds and enjoying the glories of the climate of the region into which they had come. One of them turned to the promoter of the trip and said:

I cannot believe any of the reports you have given us as to the resources in minerals and timbers and the other advantages of the Southern States, because if the South has all you claim for it with the charm of this climate, how can you explain why it has so long remained comparatively undeveloped in contrast with the rapid development of the West and Northwest?

The answer was:

That is easily explained. It was the plan of the Creator Himself. He knew that if the world first learned of the attractions and resources and the climate of the South, it would be absolutely impossible to bring about the settlement of the Northwest. Not until people had crowded into the Northwest and endured its blizzards in winter and its burning suns in midsummer, were the true facts in regard to the South permitted to be known throughout the land.

#### *Progress Before the Civil War*

Another answer, however, might be given than that which was given to the Western investigators, and that answer is that prior to the Civil War the South was rapidly developing its resources in agriculture and in industry alike. Up to 1812 the South was ahead of New England in manufacturing interests, but with the invention of the cotton gin and the world's eager scramble for cotton, the energy and the capital of the South were turned from industrial pursuits into slave-produced cotton, for the profit in agriculture under slave labor was greater than the profits which could be made out of manufacturing or in any other line of occupation.

With the decline in the price of cotton in the earlier forties, the South again turned

its energies to industrial pursuits and began the building of railroads and the establishment of manufacturing enterprises. Many great conventions were held in the South in these years designed to arouse the whole section to the supreme importance of industrial development.

The first two railroads ever built in America were in the South.

The first locomotive ever built in this country was built for the South Carolina Railroad and named "The Best Friend," suggestive of the thought of the people of that section of those days as to the importance of the railroad in human affairs.

The first steamship that ever crossed the Atlantic sailed from a Southern port.

The McCormick reaper which made possible the development of wheat-growing in the West was the work of a Southern man as were many other notable inventions which shaped and molded world history.

The list of things first done by the South in industry and in scientific attainments is almost without limit.

The fireman for "The Best Friend" was a Negro. Wishing to avoid being disturbed by escaping steam while taking a nap, he tied down the safety valve. The locomotive was wrecked, and of the Negro it might be said "Where, oh, where was he?" He could not be patched up. The locomotive was patched and put together.

#### *The Blight of War and "Reconstruction"*

A few years later the Negro race sat on the safety valve of the Union. The explosion wrecked the South, ruined its farms and its factories, destroyed nearly every vestige of wealth, and left ruin and wreck everywhere. Four million Negroes, hitherto controlled and directed by their owners, were suddenly made free and given the franchise. It was as though a machine shop employing a thousand hands, successful in its operation under the control of a few managers or superintendents, was suddenly destroyed and the men were told that each must for himself find the means of making a living or setting up a new plant to be operated by himself alone. Chaos would follow such a condition.

Chaos followed the abolition of slavery and the enfranchisement of the Negro. He had to turn as best he could to finding employment by renting a piece of land to be worked on shares. Hundreds of thousands of the whites were in the same situation.

The pall of woe hung heavily from the Potomac to the Rio Grande. No ray of light illuminated the darkness. Rushing into the South to take advantage of this chaotic condition, thousands of the most disreputable "carpet-baggers" as they were then called, Bolsheviks as they would be known to-day, got possession of Southern Legislatures through the power of the Negro vote, and planted in the Negro the seeds of hatred of the white man,—seeds which had never been planted there under older conditions; for however unwise from every standpoint slavery was, it brought master and slave into closer touch than has existed since, and into greater harmony than we have seen since between the races.

Following the war came eleven years of Reconstruction—a greater curse and a greater economic loss to the South than the war itself. The conditions prevailing in those days were so appalling as to force people to flee from the South in an almost endless stream seeking employment or opportunity elsewhere which could not under those conditions be found in their own country.

#### *The Westward Movement*

In 1860 the South had about 6,000,000 whites, but between 1865 and 1900 5,000,000 Southern whites left the Central South; 3,500,000 moving to the North and West and the Pacific Coast, and 1,500,000 to Texas and the far Southwest. This was perhaps the greatest drain of population that any country of modern times has ever had to endure.

Shortly after the Civil War, when the nation wisely realized that the way to pay the national debt and to create national wealth was to build railroads across the continent connecting the Atlantic and the Pacific, vast grants of land were given by Congress as a bonus for the building of such roads. European and American bankers united in the construction of these lines. In order to give value to the hundreds of millions of acres thus granted to the railroads, the bankers who had financed them combined the financial forces of the East and of Europe in developing immigration from Europe to settle the lands of the West, and in flooding the South with glowing pictures of the charms of the Western country, and thus helping to add to the drain already upon it.

Under these conditions the South had no

possible opportunity for development comparable to that which was going on in the West. Upon the settlement of these vast Western prairies the success of the railroads and of the bankers who were backing them wholly depended. Thus the united power of the financial interests of Europe and America was concentrated in settling the West, and at the same time in drawing people away from the South. Against such overwhelming odds the men who were left behind in the South had to reestablish State and city governments, reorganize every line of business, and save the South from sinking into barbarism.

#### *The South's "Come-Back"*

After President Hayes in 1877 withdrew the Union troops from the South and permitted this section to regain possession of its State governments, men of heroic mold began to make headway in material upbuilding. That region had been drained of its population, drained of its wealth, drained of its livestock, burdened with enormous indebtedness, and without means for restoring its business activities. It was passing through a period of appalling poverty, such as the world has rarely if ever seen on so large a scale and over such a vast stretch of territory. But the men who had led the armies of the South on many a battlefield, and the men of the ranks as well, returning to their homes threw into the upbuilding of the South the same superb energy with which they had fought from Bull Run to Appomattox.

These Southern men started the South's material upbuilding. They fought a good fight. They won a tremendous victory over poverty and over evil legislation. Now the people of the North and West are beginning to pour into the South, and men and money are going into that section in an almost endless stream. These people now realize that the statements of Judge Kelley, Abram S. Hewitt and others were not in the slightest overdrawn. They now see that this is the Promised Land; that here are natural resources capable of creating a degree of wealth as yet unknown on this continent. They have seen its iron ore, its coal, its marbles and its granites; its phosphates, its water powers and its matchless climatic advantages. They are coming in great numbers, and money is pouring into the South by the hundreds of millions.

### *Florida Points the Way*

For the moment men and money are crowding into Florida as they never crowded into any other State in the Union before. The movement of population and money into Florida is the greatest in modern times; perhaps the greatest voluntary movement of people within a limited period that the world has known since the day when Moses led the Children of Israel out of Egypt and started them on the journey to the Promised Land to which they had been looking forward for hundreds of years.

The enthusiasm with which Florida is being developed, the hundreds of thousands of people that are crowding into the State, the vast hotel buildings under way, the growth of city and of country, are merely indicative of what will soon be seen throughout the entire South. The Florida movement is merely the beginning of the Southward march of men and money. It is a forerunner of what the future will show in every part of the South from Virginia to Texas. There is a stir and stimulation in the very air itself. Enthusiasm is begetting enthusiasm; optimism is supplanting pessimism. Rampant, regnant optimism stirs the pulse of the people of the whole South, and Northern and Western people by the hundreds of thousands, yes, by the millions, are turning their eyes Southward in order to take part in that tremendous development which will overmatch what was seen in the West forty or fifty years ago, and out of which many a vast fortune was made.

### *Tremendous Advance in School Expenditures*

No one can study the economic growth of the United States, the vast increase in the population and wealth, without realizing that all of the mighty "plant" to which Judge Kelley referred, developed in the West, backed by the power of increasing wealth and population to-day, can find no other field great enough for its operation outside of the South, and to that it is rapidly tending. The field is limitless. The room for expansion is beyond the conception of the ordinary man. Much has been done in Southern development, but all that has been done is simply the feeble, faltering steps of the child as compared with the strides of a giant.

For many years after the Civil War the South, in deepest poverty, and burdened

with a vast Negro population which paid practically no taxes, had to carry on its educational work hampered in these respects as no other part of this country ever was.

In 1900 the total amount expended on the public schools of the South was \$35,000,000. As late as 1910 the amount thus spent was \$80,854,000. But in 1924 the official figures gave the total public school expenditures of the South as \$364,864,000, which is \$150,000,000 in excess of the entire amount expended for public schools in the United States in 1900, though the population of the country at that time was 75,994,000 while the population of the South in 1924 was about 38,000,000. Thus with one-half of the population which the nation had in 1900, it spent in 1924 \$150,000,000 in excess of what the whole country then spent on public schools.

### *Manufactures and Bank Deposits*

The last general census showed that the capital invested in manufacturing in the South was \$6,883,000,000 and to this should be added the investment in mines, quarries and wells of \$2,274,000,000, making a total for these industrial interests of \$9,157,000,000, which considerably exceeded the total amount of capital invested in manufacturing in the United States in 1900.

In 1910 the total capital invested in the United States in cotton-manufacturing was \$822,000,000. To-day the South has largely over \$1,000,000,000 in cotton-manufacturing.

The annual value of the South's manufactured products is in the neighborhood of \$9,500,000,000. The South to-day has over half of the country's cotton mills which are consuming 65 per cent. of all the cotton manufactured in American mills, and are turning out 57 per cent. of the country's cotton goods. The value of cotton goods produced in the South is nearly three times the total value of the cotton manufactures of the entire country in 1900, and yet the South, industrially, is more than a cotton-manufacturing section, for cotton amounts to just 14 per cent. of the aggregate value of all its manufactured products. Likewise the South is more than a great cotton-growing region, for its corn acreage alone is almost equal to the area harvested in cotton, and cotton constitutes but 35 per cent. of the entire crop area of the Southern States. The combined area harvested in corn, wheat and oats amounted

to over 53,000,000 acres, against the record cotton acreage last year of 45,467,000 acres, to say nothing of the millions of acres devoted to miscellaneous crops and orchard products, including apples, peaches, citrus and other fruits.

The aggregate bank deposits of the entire South in 1900 were \$691,000,000, which is hardly equal to the deposits in banks of Florida alone at this time.

The number of automobiles in the South at the present time is more than double the total number in the United States in 1915, and is 1,200,000 greater than the number of all the automobiles in the world outside of the United States.

The exports of cotton from the South from 1870 to 1914 exceeded by \$4,000,000,000 the total balance of trade in favor of the United States during that period, and but for these cotton exports it would probably have been impossible to maintain our gold standard. From 1870 to 1924 our cotton and cotton goods exports amounted to \$22,365,000,000.

In 1900 the total deposits in all banks in the sixteen Southern States aggregated \$691,453,000, while in 1924 these deposits amounted to \$6,277,000,000. In 1910 the total bank resources of the South were \$3,275,000,000. In 1925 the resources of Southern banks amounted to over \$9,000,000,000.

Hon. D. R. Crissinger, Governor of the Federal Reserve Board, recently stated that in fifty years after 1873 the deposits in all the banks in the country increased twenty-fold, while the deposits in Southern banks grew almost forty-fold.

In 1924 the total value of Southern farm products was \$6,331,000,000, of which cotton and cotton-seed represented less than 25 per cent., showing the extent of diversified agriculture in the South.

Of the total production of tobacco in the United States of 1,349,660,000 pounds in 1925, the South produced 1,127,973,000 pounds, or 84 per cent.

In 1925 hotel construction in the South represented an outlay of \$200,000,000, or one-third of the total for the entire country. For the same year the aggregate amount of building construction work in 184 representative Southern cities and towns figured up \$939,000,000. Moreover \$385,000,000 was expended for highway construction.

Suggestive as are these facts, they are

hardly as important in studying the future as to visualize what this section is destined to accomplish by comparison or contrast with what less favored regions have already done.

#### *Comparisons with New England and Pennsylvania*

Contrast New England, for instance, a land limited in natural resources, with the South. It has only 66,000 square miles against the South's 969,000 square miles. In other words, the South is about fifteen times as big as New England. But the capital invested in New England in manufactures is \$5,656,000,000, or only \$1,200,000,000 less than that of the whole South; and the deposits in New England banks in 1924 were over \$5,000,000,000, or only \$1,245,000,000 less than those of the sixteen Southern States. New England, lacking coal and iron and other raw materials for manufacturing, on a barren rock-ribbed soil, has created a wealth in manufacturing nearly matching that of the entire South with a population of 38,651,000, with resources unlimited, and with an area of fifteen times that of New England. Study these facts and forecast what will be the extent of the South's development now that its real progress is in full swing.

But turn from the strictly industrial States of New England and contrast the South, for instance, with Pennsylvania. The Keystone State has only 45,126 square miles of territory, land and water combined, but it has a population of 9,140,000; it has a capital invested in manufacturing of \$6,177,000,000, appreciably near to the total manufacturing capital of the South. The three States of Pennsylvania, Ohio and Illinois, great manufacturing centers as well as agricultural producers, have a true value of property of nearly \$70,000,000,000, or but a fraction less than the total value of property in the entire South. And yet none of these States surpasses most of the leading States of the South in natural resources alike for industry and for agriculture; and in many respects the South surpasses them all in these particulars.

The South has an abundance of coal, iron, oil, lead, zinc, sulphur, bauxite, phosphate, and clays of all varieties. The South produces 42 of the 87 minerals listed by the United States Geological Survey and of thirty-four of these products, the leading and next-to-leading producing State is in

## THE AMERICAN REVIEW OF REVIEWS

Alabama		Florida		Georgia	
	1900	1924	1900	1924	1924
Population.....	1,828,607	2,445,551	528,542	1,068,520	2,216,331
Property, true value.....	\$774,683,000	\$3,002,043,000	\$355,743,000	\$2,440,491,000	\$36,000,000
Property, assessed value.....	\$270,498,432	\$997,157,000	\$96,686,954	\$475,197,000	\$433,332,691
Manufacturing capital.....	\$60,165,904	\$455,593,000	\$25,682,171	\$266,294,000	\$79,393,316
Value of farm property.....	\$179,399,882	\$690,848,720	\$33,929,064	\$330,301,717	\$228,374,637
Value of farm products.....	\$91,387,000	\$326,000,000	\$18,309,000	\$106,000,000	\$104,394,000
Grain crop, bushels.....	34,633,000	45,229,000	4,534,000	12,717,000	46,149,000
Bank resources.....	\$89,717,161	\$300,919,000	\$73,573,238	\$46,763,000	\$165,140,929
Public school expenditures.....	\$923,000	\$12,828,000	\$766,000	\$1,769,000	\$1,980,000
<i>Louisiana</i>					
	1900	1924	1900	1924	1924
Population.....	1,381,025	1,864,385	1,551,270	*1,790,618	1,893,810
Property, true value.....	\$815,158,000	\$3,416,860,000	\$557,582,000	\$1,777,690,000	\$61,982,000
Property, assessed value.....	\$276,659,407	\$1,645,428,000	\$215,765,947	\$720,551,000	\$306,579,715
Manufacturing capital.....	\$100,874,729	\$462,299,000	\$22,712,186	*\$154,117,000	\$68,283,905
Value of farm property.....	\$198,539,906	\$589,826,679	\$204,221,027	\$604,751,835	\$233,834,693
Value of farm products.....	\$72,667,000	\$200,000,000	\$102,492,000	\$391,000,000	\$89,310,000
Grain crop, bushels.....	25,317,000	29,958,000	27,663,000	31,472,000	40,797,000
Bank resources.....	\$771,567,708	\$469,395,000	\$71,565,743	\$231,775,000	\$459,477,000
Public school expenditures.....	\$1,135,000	\$16,453,000	\$1,385,000	\$1,390,000	\$930,000
<i>Tennessee</i>					
	1900	1924	1900	1924	1924
Population.....	1,340,316	1,701,746	2,029,616	2,408,846	1,834,184
Property, true value.....	\$485,678,000	\$2,404,845,000	\$956,672,000	\$4,228,251,000	\$1,102,310,000
Property, assessed value.....	\$176,422,288	\$428,601,000	\$306,363,566	\$1,656,519,000	\$480,425,025
Manufacturing capital.....	\$62,739,027	\$374,538,000	\$3,140,657	\$410,203,000	\$92,299,589
Value of farm property.....	\$153,591,159	\$953,064,742	\$341,202,025	*\$1,231,964,585	\$23,515,977
Value of farm products.....	\$68,207,000	\$232,000,000	\$160,166,000	\$400,000,000	\$86,549,000
Grain crop, bushels.....	19,294,000	31,042,000	74,294,000	78,238,000	42,773,000
Bank resources.....	\$94,676,498	\$282,935,000	\$153,017,552	\$486,572,000	\$195,298,452
Public school expenditures.....	\$894,900	\$1,508,000	\$1,751,000	\$15,155,000	\$1,980,000
<i>North Carolina</i>					
	1900	1924	1900	1924	1924
Population.....	1,803,025	1,864,385	1,551,270	*1,790,618	1,893,810
Property, true value.....	\$815,158,000	\$3,416,860,000	\$557,582,000	\$1,777,690,000	\$61,982,000
Property, assessed value.....	\$276,659,407	\$1,645,428,000	\$215,765,947	\$720,551,000	\$306,579,715
Manufacturing capital.....	\$100,874,729	\$462,299,000	\$22,712,186	*\$154,117,000	\$68,283,905
Value of farm property.....	\$198,539,906	\$589,826,679	\$204,221,027	\$604,751,835	\$233,834,693
Value of farm products.....	\$72,667,000	\$200,000,000	\$102,492,000	\$391,000,000	\$89,310,000
Grain crop, bushels.....	25,317,000	29,958,000	27,663,000	31,472,000	40,797,000
Bank resources.....	\$771,567,708	\$469,395,000	\$71,565,743	\$231,775,000	\$459,477,000
Public school expenditures.....	\$1,135,000	\$16,453,000	\$1,385,000	\$1,390,000	\$930,000
<i>Virginia</i>					
	1900	1924	1900	1924	1924
Population.....	1,340,316	1,701,746	2,029,616	2,408,846	1,834,184
Property, true value.....	\$485,678,000	\$2,404,845,000	\$956,672,000	\$4,228,251,000	\$1,102,310,000
Property, assessed value.....	\$176,422,288	\$428,601,000	\$306,363,566	\$1,656,519,000	\$480,425,025
Manufacturing capital.....	\$62,739,027	\$374,538,000	\$3,140,657	\$410,203,000	\$92,299,589
Value of farm property.....	\$153,591,159	\$953,064,742	\$341,202,025	*\$1,231,964,585	\$23,515,977
Value of farm products.....	\$68,207,000	\$232,000,000	\$160,166,000	\$400,000,000	\$86,549,000
Grain crop, bushels.....	19,294,000	31,042,000	74,294,000	78,238,000	42,773,000
Bank resources.....	\$94,676,498	\$282,935,000	\$153,017,552	\$486,572,000	\$195,298,452
Public school expenditures.....	\$894,900	\$1,508,000	\$1,751,000	\$15,155,000	\$1,980,000

\*Census 1920 1922 1910

enterprises which will make that place one of the world's foremost industrial and commercial centers.

When one thinks of Texas his mind becomes a little dazed at its area and the magnitude of its resources in soil and in minerals, the extent of its foreign commerce, and the magnitude of its business operations. Its educational work is keeping full pace, perhaps running a little ahead of all of its business development. Its people of wealth have been richly endowing universities and colleges, and aiding in the building of some of the most magnificent school and church structures to be found in the country. With an area larger than that of all of Germany, and resources in keeping therewith, no one can set a limit to its future growth.

Arkansas, long almost unknown and often somewhat derided by people who did not know of its resources, and whose impressions were formed by the old "Arkansas Traveler" tales, is coming to the front, destined to be one of the most prosperous industrial and agricultural States.

Oklahoma, the wonder State of the Union by reason of its rapid development materially, and its educational and religious advancement, has such a combination of soil, oil, and minerals of many kinds, that no thoughtful man would presume to forecast the extent of its developed wealth in the future. Fortunately, its people, largely from the central South, are imbued with the supreme responsibility of keeping its religious and educational activities fully abreast of its material advancement.

Tennessee and Kentucky are States of peculiar advantages in the richness of their soil. They have minerals of many kinds in vast quantities. They have great material potentialities for industrial operations; vast water powers developed and others yet awaiting development. They have, however, so long been known for their rich soil, their diversified agriculture, and their stock raising, that the world at large thinks of them more from these points of view rather than from that of industrial resources, but both are abounding in minerals and timber. Kentucky is rapidly becoming one of the leading coal-producing States of the Union, and Tennessee seeks to vie with North Carolina in the extent of its hydroelectric development.

The mountain regions of these States, like that of Carolina and the Virginias, well merit the enthusiastic praise of Judge

Kelley, that this is "the most beautiful land upon which his feet or eyes had ever rested."

Virginia has the largest shipyard in the world, and in March that yard gave an example of ship launching and ship building never I believe equalled in the world's history. Nine ships were launched on one day, and the keels of three others laid on the same day. This feat will probably long stand without a successful rival among the shipyards of the world.

Commodore Maury, the Pathfinder of the Seas, long before the Civil War described Hampton Roads as one of the greatest harbors of the world, and looked to the time when it would become one of the world's greatest shipping centers. That prediction is being rapidly fulfilled.

Wherever one turns in the study of the South, from Maryland to Texas, on out through Oklahoma and Missouri, he finds evidences everywhere of progress and of prosperity present, and still greater prosperity to come. In this section a nation of material and educational activities is rapidly rounding into form.

Foreign trade through Southern ports has become one of the big factors in the commerce of the country. Perhaps this cannot be more strikingly shown than in the simple statement that the exports from Galveston in 1925 exceeded by \$216,000,000 the combined exports from all Pacific coast ports. Galveston led with exports of \$639,418,349, as compared with the total for the Pacific Coast of \$423,648,887. New Orleans led the Pacific Coast ports by \$44,000,000.

Exports from the Norfolk district amounted to \$190,010,353, or \$7,000,000 in excess of the exports from San Francisco, and \$70,000,000 in excess of the exports from Seattle.

The total exports from the South in 1925 amounted to \$1,797,710,908, and the total imports were \$488,695,936, making an aggregate foreign trade from these Southern ports of \$2,286,406,844.

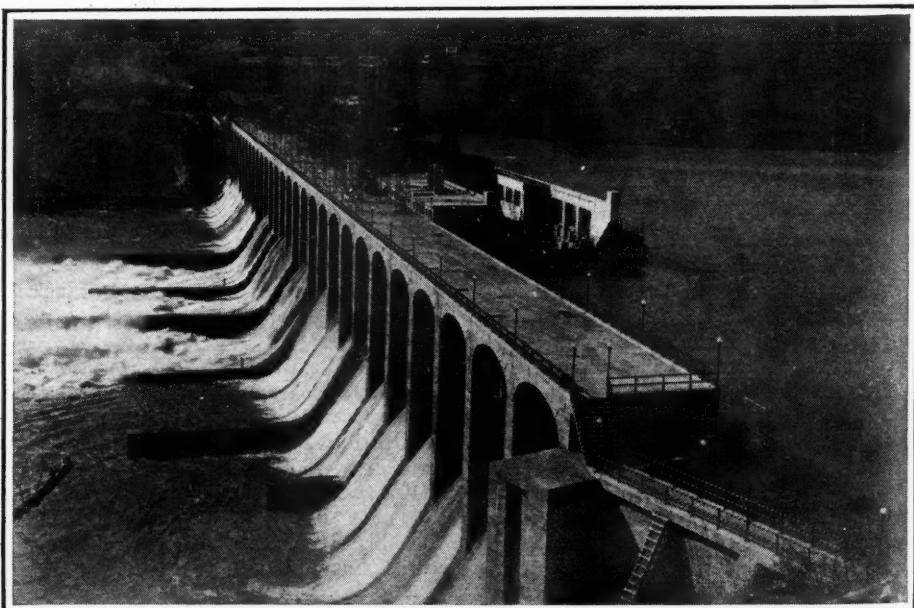
The coastwise trade of Southern ports is extremely heavy and rapidly increasing. The big steamship lines operating between Eastern and Southern ports seem to find it difficult to increase their ships rapidly enough to take care of the growing trade.

In manufacturing, in commerce, and in all other lines of business activities, the South is forging ahead with giant strides.



SCENERY AS A REGIONAL ASSET—A MOUNTAIN ROAD IN THE BLUE RIDGE

(This is a Virginia highway, near Luray, but it is typical of the good-roads movement in several States of the South. North Carolina, for example, spent \$36,000,000 on highways in 1923, Georgia \$18,000,000. A road such as this one makes accessible whole regions almost unknown to the tourist, and aids in the new movement to "See America first")



A POWER DEVELOPMENT IN ALABAMA

(The country has heard much of the Muscle Shoals dam across the Tennessee River in northern Alabama, but almost nothing of many other important hydro-electric projects in the South. On this Coosa River, for example—here and at another point fourteen miles above—there are two new plants of the Alabama Power Company, with capacity for generating 230,000 horse-power. The Tennessee Electric Power Company is similarly expanding its usefulness to the community it serves, with four great hydro-electric plants in operation)

# THE INDUSTRIAL SOUTH

BY JOHN E. EDGERTON

(President, National Association of Manufacturers)

AMERICA has just discovered the real South—a potential Empire of Industry that is coming into its own with tremendous strides. The backbone of this realm curves through the mountainous and fertile States of Tennessee, Alabama, Georgia, and the Carolinas, with their vast stores of natural resources lying ready for industrious hands to fashion into fortunes.

All the North, the East, and the West are looking southward toward this bonanza with a social, industrial, and political eye, as if some modern explorer had just given a new world to them.

Three times has Florida been discovered; the first time by Ponce de Leon in search of the rejuvenating waters; again by Fashion seeking a new playground; and more recently by Capital seeking employment. The industrial South has been discovered even more recently by those same eager thousands from North, East, and West who thronged to Florida. The marvelous development of the vast region from a purely agricultural domain to one wherein manufacturing of all kinds supplements the varied wealth of its soil has been unsuspected by so many that when viewed at first hand, on the ground, it was a discovery of something that only magic could have achieved.

The South of to-day, known only recently to the great majority of those outside its boundaries, is not an over-night creation. Its development is owing to no magic save that of hard work applied to a wealth of natural resources paralleled by few regions in the world. For years men of vision have been rearing the structure which the tide of travel has revealed to many who did not even dream of its existence. For years they wrought against obstacles, which included no disadvantages of climate or topography or any paucity of power or resources, but only those inherent in prejudice and the reactions from a devastating war.

Their hopes and labors have been realized in the new South of to-day, in which

industry is twinned with agriculture to rear an economic structure that is one of the outstanding achievements of this country.

The three cardinal virtues requisite for the upbuilding of any such structure are Resources, Power, and Faith. And of these three the greatest is Faith, for without it the others are of little avail. The South has all three. It was an abiding faith in her destiny that led her builders to utilize the man-power and that of her mines and streams to convert the products of field and forest into finished commodities for the world's markets.

## *The Old South Reborn*

The South of to-day, in its rôle of an acknowledged manufacturing entity, is new only in the sense that it is a rebirth of the old South in which there had been a creditable incipiency of industry.

In 1850 the South had \$90,000,000 invested in manufacturing. By 1860 this amount had been increased to \$159,000,000. Then came the war and the long prostration brought in its wake. By 1900 the renascence of industry had set in, and in that year the South had capital of \$1,196,302,086 invested in manufacturing with an output valued at \$1,564,183,490; in 1910, \$2,885,927,598 capital and \$3,158,399,700 in products; in 1922 \$6,883,171,000 capital and \$9,805,041,000 in products.

Compare this growth of manufacturing in the South in the present century with the figures for the country as a whole for the same period. In 1910 the total capital invested in manufacturing in the United States was \$8,975,256,496, with products valued at \$11,406,926,701; in 1910, \$18,428,270,000 capital, and products of \$20,672,052,000; in 1922 \$44,688,094,000 capital and \$62,418,079,000 in products.

New England for some years past has been quite nervously aware of the great growth of the textile industry in the Cotton States, and the uninformed probably accept

an industrial South as based mainly on this one commodity. But an actual enumeration of the kinds of manufacturing plants now operating in the South would read like a catalogue of the finished products used by man. There are few enterprises known to industry that are not represented in the South's industrial scheme. The hum of the loom is heard throughout the Southland, and there are, besides, iron and steel mills, machine shops, chemical plants, lumber mills, tobacco plantations and factories, automobile, clothing and furniture factories, and shipyards and ports capable of accommodating the largest freight ships that ply the seven seas.

To feed these are mines of iron, copper, phosphate, aluminum, and coal, quarries of stone and marble, oil wells and the yields of the waters, fields and forests.

Of the more than 290,000 manufacturing establishments, great and small, in the United States in 1919, there were 66,464 in the South, a figure representing about 23 per cent. of the nation's total, producing more than 15 per cent. of the value of manufactured products in the country.

#### *Water-Power and Man-Power*

The power to man and operate these plants abounds in the South, particularly in Tennessee, Alabama, Georgia, and the Carolinas, which form the main block of the industrial South. Of a total population of 37,500,000 accredited to the South in 1923, these five States had 11,824,738. This population is preponderantly native. It is a native soil in which exotic radicalism does not thrive, for the worker of the South has as a heritage a sturdy Americanism that restrains him from running after strange economic gods and makes him a dependable factor in industry.

In North Carolina the percentage of alien born is one-half of 1 per cent.; in South Carolina 1 per cent.; in Tennessee, 1½ per cent.; and in Alabama and Georgia 3 per cent. The efficiency of labor in the South is thus assured, and the curbing of immigration may be counted upon to prevent the dilution of the native stock.

The South's supply of the complement of man power, its motive power, is not less satisfactory and abundant. Besides utilizing as fuel the coal, oil and gas extracted from it, many of the great industries in Tennessee, Georgia, Alabama, and the Carolinas are operated by power develop-

ment from the streams of the Cumberland and Appalachian ranges. With a total developed water power of 9,825,000 for the whole country, the South has 2,250,000 horse-power; and it has a potential maximum of 7,195,000 horse-power as compared to 53,905,000 for the nation. Of developed horse-power Tennessee, Alabama, Georgia and the Carolinas have a total of 1,185,655, and a potential maximum of 3,883,000.

#### *Industry Catches Up with Agriculture*

Even a casual weighing of the South's abundance of natural resources and man and motive power should be convincing of its advantages for industrial empire, but another important factor is a climate that permits of work twelve months of the year. What this means for production and stability of employment and general trade conditions it requires no deep knowledge of economic lore to guess. The country's belated awakening to the South as an industrial entity perhaps may be explained by the fact that the fertility of its soil for long had led us to think of the region in terms of agriculture.

An illustration of this single-sided view is furnished by conditions in my own State of Tennessee. It is, indeed an agricultural State; but it is more than that. It now is really as much an industrial State as it is agricultural. The value of the manufactured products of Tennessee annually exceeds the value of all its agricultural products. It almost equals the total value of agricultural products, dairy and animal products combined. Look at the figures for a moment and contrast them. There are 252,000 farms in Tennessee. There are, according to the last Government statistics, 2,200 manufacturing establishments. But the value of those 252,000 farms is given as \$761,000,000 and the invested capital of the 2,200 enterprises is \$555,000,000. The value of farm products in Tennessee for the year 1924 was, in round numbers, \$202,000,000. The value of all manufactured products was \$555,000,000.

#### *Furniture as an Example*

The industries of the South are indigenous to its soil and its waters, and several which are typical may be briefly referred to. Vast tracts of woodland have brought saw-mills and created a large furniture industry, and the South produces to-day more than one-fourth of all the wooden household furniture made in the United States. In

1924 this country shipped 94,221 carloads of furniture, of which 24,878 were from the South. Aside from the developments in quality, and naturally because of it, the furniture output of the South has doubled within the last two decades. North Carolina is the Michigan of the South as regards furniture. The increase in wages pictures this industry's remarkable growth. From \$2,000,000 in 1914, the payrolls have expanded to \$10,000,000 in 1923.

The furniture industry is also an important unit in the industries of Virginia, Tennessee, and Georgia. Thus Tennessee makes golf stick handles, staves, flooring and interior woodwork. The list is too long to recite the applications to manufacture of woods grown in the South, but from it may be singled out wood-pulp. With the ever increasing need of paper, the development of this industry would go a long way to lessen our dependence for wood-pulp on other countries.

#### *The Textile Industry*

The advantages which the South possesses for the textile industry are permanent, and the industry will develop provided it can maintain its present strength and conditions in regard to labor. While 1924 was a year of general depression in the industry everywhere, its growth along the backbone of the South seems to have been unchecked.

The consumption of cotton in five Southern States was more than 50 per cent. of the consumption of the staple for the entire country. Alabama consumed 209,240,000 pounds; Georgia, 477,623,000; North Carolina, 646,921,000; South Carolina, 502,051,000, and Tennessee, 69,948,000 pounds—a total of 1,904,783,000. The total for the whole South was 2,161,345,000 pounds, and for the entire country 3,335,000,000 pounds. Parallel with this development, we see in 1924 a net increase of 612,373 spindles in the South, against a net decrease of 363,545 outside the South.

The history of the Southern textile industry dates from 1813, and from then the industry developed and spread until the Civil War halted its progress. Between 1865 and 1880 textile development had doubled. From 41,884 spindles and 761 looms it had grown to 92,380. The next growth came in the early '90s, but its major development has been attained within the last twenty years. Among the Southern States, North Carolina can claim first place

in the number of mills, in consumption of raw materials, and in spindle hours. Its mills employ 80,000 persons. The South is beginning to finish the goods at home. This needs specialized training, and the North Carolina Board of Vocational Education is providing it in the mill communities.

The cotton textile industry is spreading over Virginia, the Carolinas, Georgia, Alabama, and Tennessee and, to some extent, to Texas and Arkansas. The Southern cotton mills consume about double the amount of cotton used in the New England mills.

An important by-product of the cotton industry, cotton-seed, long thought valueless, is now shipped in trainloads to dairymen and cattle feeders all over the North and Central West. Its oil is manufactured into cooking oils, is used as soap stock and for various other purposes. In Alabama, where the value of the product of manufactured cotton in 1923 was \$86,385,000, that of cotton seed oil, according to the 1920 census, was \$31,714,872. Georgia, representing a product value of manufactured cotton of \$201,900,000 in 1923, had produced cotton seed oil worth \$99,320,307. North Carolina produced \$47,000,000 worth of cotton seed oil, South Carolina \$38,674,794; and Tennessee \$42,258,452.

The uninterrupted growth in the textile industry in the South from within has been increased of late by a movement southward of textile mills from New England, caused, to a degree, by untoward labor conditions in the North. New England investments in the Southern cotton-mill enterprises run into millions of dollars. Factories are purchased, new ones are built, and machinery is transplanted from New England. Thus, four groups of cotton mills in South Carolina recently came into New England hands, employing about 8000 workers.

Summed up, the tale of the expansion of the textile industry in the South in a single year, 1924, is: 39 new mills, of which 24 were cotton mills, 6 knitting mills, 7 finishing and miscellaneous types, and 2 artificial silk plants. There are now four silk establishments in the South.

#### *Some Other Products of Nature*

Tobacco, the first American export commodity, for 300 years held a distinguished place in our foreign trade, and its culture and manufactured treatment continue to be an important industry in the South to-day.

To it belongs a large share of the credit for developing the wealth and prosperity of the South. The census of 1920 shows that in Alabama, Georgia, the Carolinas, Tennessee, Florida, and Mississippi, while the acreage of cotton was twenty times that of tobacco, the value of cotton lint and seed output was only 6.1 times greater than that of tobacco. American cigarettes and smoking and chewing tobacco have become the standard brands of the world. An important branch of the industry is the manufacture of snuff, of which the South makes more than 38,000,000 pounds annually. In our idiom it may be said, perhaps paradoxically, that this item is "not to be sneezed at."

It would be unfortunate if the attention given to these three large industries of the South in this general survey should convey the impression that the manufacturing range of the South does not extend beyond them. There is wealth in the waters whose huge fisheries maintain great packing plants, and more wealth in the minerals that abound beneath the soil. Georgia and Alabama have quarries of fine granite sufficient for the building needs of the whole country. The Carolinas have bauxite, and phosphate rocks abound in Tennessee and South Carolina. Throughout the South there are great deposits of asbestos, cement, lime, clays, fullers earth, mica, glass sand, ochre, graphite, tungsten, pyrites, lead, silver, copper, iron ore, and precious stones.

#### Birmingham Steel

Any outline of manufacturing in the South, that does not include the iron and steel industry, would be woefully lacking. And when anyone who has been in the South recently contemplates iron and steel he almost instinctively thinks of Birmingham. Even the industrial men of the North are pleased to term it the Pittsburgh of the South; and the pig iron furnaces, the foundries, the engine, machine and boiler plants, even conjure up visions of the smoky, rumbling, age-old Birmingham across the seas. The Birmingham of our South came into its real career as a manufacturing center well within the recollection of men not yet in the sere and yellow.

As you stand on top of a modern Birmingham office-building and are told that the coal and iron is practically shoveled out of the low-lying mountains surrounding the city, down into the furnaces in the valley

it requires no wizard brain to understand what this proximity means. The nearness of coking coal and good fluxing limestone to the iron deposits has resulted in the production of basis and foundry iron at costs lower than elsewhere in the United States. The Birmingham district produces about 6 per cent. of the pig iron of the country—approximately 2,800,000 tons annually.

Birmingham works its iron at home. It is using it where it is produced and fabricates it into the finished articles. This tendency to convert raw material into finished forms ready for the ultimate consumer is enormously in favor of the South. According to calculations, 86 per cent. of all the iron made in the Birmingham district is used at home. The iron made at Sheffield, Alabama, is in part shipped North, but home conversion is growing.

Birmingham makes also steel furniture, mattress springs, wire, nails, rails, frogs and switches, freight cars, ornamental iron products, and a hundred other shapes. Coal products, like sulphate of ammonia, tar, and pitch, come out of the district. Sugar-mill machinery and cotton gins are large products and the city has acquired a name as a Portland-cement center.

The pig-iron production of the United States in 1923 was 40,361,146 long tons, of which 4,557,106 were produced in the South. In the same year the iron-ore production of the country was 70,018,000 long tons, of which the South produced 7,533,000. The quota of Alabama, Georgia, North Carolina, and Tennessee amounted to 7,323,000. The mineral production of the entire country in 1922 was valued at \$4,647,290,000. The South's share was \$1,489,123,000.

The industrial empire of the South has been established. Its growth, although gradual, has amazed Americans, accustomed as they are to the superlative in material achievements. It would have been better cause for wonder, however, if industrial greatness had not been attained by a region which in addition to its teeming store of minerals and water power is the chief source of supply of lumber for the United States, which is the center of the world's greatest activities in natural gas and oil production, which has more than half of the entire coast line of the United States, and whose soil has a variety that will produce almost any kind of crops, from those grown in the sub-tropics to those that require the cold climate of the high mountain sections.

# RAILROAD EXPANSION IN THE SOUTH

BY SAMUEL G. WILMER

THE generally prosperous condition of railroads in the South is a strikingly prominent fact in transportation records to-day. Figures lately compiled concerning railroad revenues during the year 1925 show that the Class One lines (those companies each having gross receipts of \$1,000,000 or more annually) in the Southern District, as classified by the Interstate Commerce Commission, earned nearly 6 per cent. on their property investment, as compared with less than 5 $\frac{1}{4}$  per cent. in the Eastern District. Their gross ton mileage increased nearly 10 per cent. as against less than 7 per cent. with similar comparison. Moreover, in the Southern District freight revenues alone increased nearly 9 per cent. for the year and passenger revenues nearly 5 per cent., as compared respectively with increases of 4 per cent. in freight revenues and a decrease of 1 per cent. in passenger revenues in the Eastern District. The East, after the South, shows the next greatest ratio of railroad gain of any part of our entire country. It may be further noted that, for the United States as a whole, Class One railroads showed as to freight revenues an increase of a little less than 4 $\frac{3}{4}$  per cent., and as to passenger revenues a decrease of nearly 2 per cent.

During the last two or three years particularly—although it was sooner noticeable—a light of awakened interest was seen in the faces of transportation men whenever they turned contemplatively upon railroad conditions in the South. Early in 1920 when the Railroad Administration loosed its grasp and the roads of the country were returned to their owners, hope sprang anew in the hearts of the railroad captains who directed the trunk lines serving the Southern States, just as it did in the case of those who governed important railways in other sections, but with the difference that in the South there was growing widespread a vivid, tense spirit of confident energy which

boded incalculable good to all of this section and to everything in it.

Keen-visioned men saw this new leaven in its beginnings, and those among them who were related to the business of transportation laid their plans to meet its requirements by putting their respective railroads in efficient condition. They took the first advantage possible of the renewed interest of capital concerning railway investments, and everything was done to attract and encourage investors so that there might not be any lack of money to enlarge facilities and to maintain them apace with the needs of industry and commerce.

#### *Four Years' Progress*

Following the period of depression in 1921, consequent upon the restriction of credit after a time of business inflation and speculation, railroad prospects South began slowly to improve. Income statements assumed encouraging proportions and again the market value of stocks and bonds moved upward, although timidly; and it may now be difficult to conceive a state of affairs when the shares of prominent trunk lines—good dividend-payers yielding 6 and 7 per cent. on par value—were sold ten and fifteen points below par, and that as recently as four years ago. Yet it was so.

The last few years, from 1923 to 1925 inclusive, have witnessed wonderful traffic growth and consequent profit on all Southern railroads of importance; and incidentally the short line roads likewise prospered. As testimony of this the high record of more than 51,000,000 cars loaded with revenue freight last year in the whole country (a gain of 6,000,000 cars since 1920), as compared with about 48,500,000 in 1924—the South getting a larger proportion of the gain than usual—stands unequaled in the history of American railroads.

Because of its merits as a winter resort, Florida in recent months has claimed most

attention; but other States of the South have steadily gone ahead, progressing industrially, commercially, and financially, as will be realized by consideration of what the railroads are doing to provide larger and better facilities for them. The entire section is gathering inestimable benefits as a result of this policy.

Therefore, dismissing from consideration last year's completion of double-tracking on the Atlantic Coast Line from Richmond to Jacksonville, and the opening of the Seaboard Air Line's extension to West Palm Beach, as being primarily for the uses of traffic to and from Florida points, we find upon looking over other Southern commonwealths that the companies have seen to their requirements just as devotedly as they have to the needs of the Land of Flowers.

#### *Notable Improvements Under Way*

Witness, for instance, the \$17,000,000 double-track cutoff that the Illinois Central Railroad is building from Edgewood, Ill., to Fulton, Ky., a matter of 166 miles, which, when completed, will save twenty-two miles in the distance between Chicago and New Orleans; the shop and other facilities to cost \$6,000,000 at Paducah, Ky.; and the other millions which that road has spent and is spending to expedite the movement of its Southern business.

Also consider the \$5,000,000 which the Louisville & Nashville Railroad has disbursed to erect great bridges at the Rigolets and at Chef Menteur in Louisiana, so that its main line to New Orleans may be safe from storms and floods. This is in addition to a current expenditure of approximately \$3,000,000 for second track and tunnels near Fort Estill, Ky., and the projected work of building a connecting link partly in the same State and partly in the adjacent region of Virginia, to enable the Louisville & Nashville Railroad and the Atlantic Coast Line to interchange traffic over the Clinchfield Railroad that they have jointly leased.

We also see the Chesapeake & Ohio Railway spending seven and a quarter millions for several large improvements, notably a great freight terminal at Clifton Forge, Va., which was completed last year at a cost of more than three and a half millions, and kindred improvements at and adjacent to Ashland and Russell in Kentucky.

An aggregate of from \$10,000,000 to \$12,000,000 is represented in the big work

which the Southern Railway System has done and is doing in Tennessee, North Carolina, South Carolina, and Georgia, this including a freight yard costing \$4,000,000 at Chattanooga, a freight yard and engine terminal, near Knoxville, costing \$3,750,000, an engine terminal and freight yard extension at Charlotte, N. C., a large car-repair plant at Hayne, S. C.; besides shops, engine terminal and coach yard at Atlanta. All of this being in addition to the Bulls Gap and Leadvale Cutoff, seventeen miles long, in Tennessee, which is facilitating the movement of heavy coal trains to the South Atlantic States.

This superficial glance at the larger expenditures of the railroads to increase their operating capacities must also take note of the great improvement which the Central of Georgia Railway (a subsidiary of the Illinois Central System) is making upon its main line between Birmingham, Ala., and Columbus, Ga., reducing grades and curves and cutting down distance at a cost of about \$7,000,000. This work is approaching completion, and will stand as one of the most important accomplishments of railroad construction during this decade.

#### *Where Electricity Is Being Substituted*

The electrification of the Virginian Railway from Roanoke, Va., to Mullens, W. Va., a distance of 134 miles, at a cost of \$15,000,000, is another great railroad work now in process of accomplishment. Already thirteen miles of the new construction have been put in service; and this, added to previous electrification, makes a total of thirty-six miles on the West Virginia end that are equipped with the new power.

The locomotives used are the heaviest of the electric type thus far built, and a practical demonstration of the advantages of this motive power in handling great coal trains over mountain grades was at once realized upon the recent completion of the new mileage. The very first test on parallel tracks of electricity in side-by-side competition with steam power proved the conclusive superiority of the new force for this specific work. Also, for the advantage of shipping at tidewater the company has built on Sewall's Point, near Norfolk, a coal pier which cost more than \$3,000,000.

It is pertinent to observe in this relation that it was the Norfolk & Western Railway, parallel to and competing with the Virginian Railway, that first demonstrated

the efficiency and value of electric operation for handling big coal trains through the mountains of that section, although the grades on the Virginian are heavier. The regenerative characteristics of the installation proved economical as well as efficient. The mechanism of the electric engines, when running down the hills, is employed to create additional current which goes back into the electric wires for use by engines at work in the opposite direction.

#### *A Western Road Enters the East*

Still another impressive railroad accomplishment is the late acquisition by the St. Louis & San Francisco Railroad of a line to Pensacola. This is not related to the boom on the Florida peninsula, but it is the result of a long-felt desire by the Frisco system to have its own outlet on the Gulf of Mexico. The purchased line is the Muscle Shoals, Birmingham & Pensacola Railway (formerly the Gulf, Florida & Alabama), 143 miles long from Kimbrough, on the Southern Railway south of Birmingham, to the port of Pensacola.

Pending construction of its own connection from or near Jasper, Ala., (on its Memphis-Birmingham route) southward to Kimbrough, about 150 miles, the Frisco has arranged for trackage rights over the Southern, connection between the two roads being at Birmingham. Meanwhile it has begun rehabilitating the acquired line, whose physical condition was permitted to decline by its former owners so that passenger service was discontinued and only a meager freight service was conducted. The presence of another important western trunk line on the eastern part of the Gulf Coast will soon be realized.

This sweeping consideration of railroad improvements in the South, affords a bird's-eye view of the general attitude of the railroads toward the transportation needs of this section, and of what they are doing to provide adequate facilities therein.

#### *Florida Leads the Way*

Let us, accordingly, turn back to Florida and note the recent progress there. It has been passed by, heretofore, so far as thoroughness of facilities goes for the whole State, because there was so much undeveloped land, particularly those sections within the limits of the Everglades which were supposed to be irreclaimable. But drainage has accomplished wonders and the

extensive swamps no longer remain obstacles to railroad construction.

First and foremost of the new work was the building of the Seaboard Air Line's 200-mile extension from Coleman, on the main line to Tampa, southeast to West Palm Beach. This was opened for service early last year, and established a high record for rapid construction of an important line of railroad of such a length. It appears that as early as March, 1924, some grading was done here and there by local men who wanted railroad facilities, so that by the time the Interstate Commerce Commission in the summer had approved the application of the Florida Western & Northern Railroad Company to build the line not a little had been done toward physical realization of the plan.

Later, in 1925, the Seaboard completed a cutoff of twelve miles, which gives it a short route across Florida between Tampa and West Palm Beach, also another cutoff of thirteen miles in the northeastern corner of the State, materially shortening the run of trains north and south. Furthermore, by building a link in the country adjacent to the west coast north of Tampa, it has gained the advantage of an alternate route to that port, besides extending needed facilities to desirable traffic territory.

In addition to this, the lately declared purpose of the company to build a new line close to the Gulf Coast and for some distance parallel to it, shows what is in mind for the future. When all plans are fulfilled, nearly 650 miles of new line, leased line, and trackage rights will be added to the system.

Thus there is more or less rivalry in prospect in that region, for the Atlantic Coast Line Company has already let the contract to build a link forty miles long from Monticello to Perry, Fla., this piece of construction having been long under consideration. Its completion will enable travel between the West and Southwest of the United States and the western coast of the Florida peninsula without passing through the Jacksonville terminal, as is now necessary.

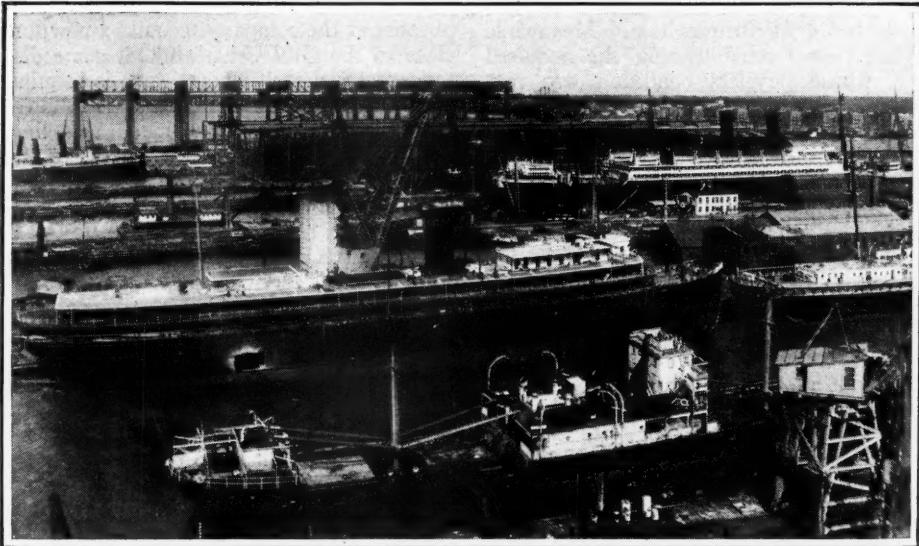
In addition to this, the Atlantic Coast Line has in mind the building of other railroad links at points farther south, to enhance its facilities with relation to Tampa and to Fort Myers, as well as to the Everglades country. Double tracking of important main line south of Jacksonville is also being done, now that the main line



© Underwood

## AN AIRPLANE VIEW OF NORFOLK, VIRGINIA

(Norfolk, Portsmouth, and Newport News constitute the port of Hampton Roads, the harbor which has been declared second only to Manila Bay. During the past few years Hampton Roads has become an important center of American shipping. It is the chief tobacco port of the Americas, \$150,000,000 worth being handled during 1925. Other principal exports are coal, cotton, grain, and lumber. Eight railroad lines enter Norfolk, and seven coastwise steamship lines. The city has a present population of 166,000, an increase of more than 50,000 persons in the last five years)



## THE YARD OF THE NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY

(This picture was taken a few days before the multiple launching, on March 20, of nine ships—said to be unique in the history of American shipbuilding. Three keels were also laid on the same occasion, one of them for a 601-foot passenger and freight steamer for the International Mercantile Marine. It is said to be the largest keel ever laid down in America for a commercial vessel)

from Richmond to Jacksonville has two tracks all the way.

One of the most important bits of railroad work last year was the construction of the Moultrie cutoff on the Florida East Coast Railway. This is a double-tracked line thirty miles long, from St. Augustine to Bunnell; and it now enables through trains to Daytona, Palm Beach, Miami, and other prominent resorts to shorten their time by about an hour.

The Bowden terminal south of Jacksonville and the Miller shops at St. Augustine will when complete cost a total of two and a half millions of dollars; and the new terminal at Hialeah, near Miami, will represent an expenditure of \$2,000,000 more. Besides, this railroad is also at work on an extension more than 130 miles long from its Kissimmee Valley Division, at Okeechobee City, going to the east of the Lake Okeechobee to connect with the main line at Larkin, just south of Miami, and opening up regions now without transportation.

#### *The Commerce of Southern Ports*

Data showing the trend of traffic which has been mainly responsible for a large part of the capital expenditures on lines in the South are exceedingly impressive. A comparison of exports of merchandise at Baltimore with similar exports at New Orleans is a striking example. In 1900 exports at Baltimore were valued at \$115,530,000, and at New Orleans \$115,859,000. In 1925 the exports at Baltimore were \$108,612,000, but at New Orleans they had reached the huge aggregate of \$467,275,000, there having been a decline of about \$7,000,000 at Baltimore and an increase of nearly \$352,000,000, or over 300 per cent., at New Orleans. In the same period imports at Baltimore (which in 1900 were \$10,045,000 as compared with \$17,491,000 at New Orleans) had risen by 1925 to \$94,905,000 while at New Orleans there had been a steady gain from the 1900 figures to \$221,023,000 in 1925—an increase of \$203,532,000 or almost 1200 per cent.

Norfolk and Newport News, Va., combined, also displayed large gains. Exports, which in 1900 amounted to \$47,870,000, advanced to \$190,010,000 in 1925. Imports went up from \$3,204,000 to \$18,141,000 with similar comparison. At Charleston, S. C., where exports in 1900 totaled only \$7,152,000, they had risen by 1925 to \$30,241,000;

and imports in the same time rose from \$1,125,000 to \$12,776,000.

At Savannah, Ga., there was a striking advance. Exports in 1900 totaled \$38,252,000, and in 1925 \$98,533,000. Imports increased from only \$430,000 in 1900 to \$22,917,000 in 1925, or over fifty times.

At Wilmington, N. C., there was only a comparatively small net gain in exports, which in 1900 totaled \$10,976,000, and in 1925, \$13,180,000 (after a spurt to almost \$21,000,000 in 1910); but imports increased from \$110,000 in 1900 to \$13,886,000 in 1925, which latter was more than the value of exports at that port last year.

Exports for the Florida district (ports of Tampa, Apalachicola, Fernandina, and St. Mary's, Jacksonville, Key West, Pensacola, and Miami) totaled \$20,560,000 in 1900 and \$73,818,000 in 1925, an increase of more than 300 per cent., which is expressive of the tremendous growth of prosperity in Florida. Also in the twenty-five-year period Florida imports rose from \$1,887,000 in 1900 to \$31,219,000 in 1925, or over 1600 per cent. Mobile, Ala., showed a jump in exports from \$13,206,000 in 1900 to \$50,131,000 in 1925, and in imports from \$2,884,000 to \$8,069,000.

If we step aside for a moment to consider the growth of Galveston, Texas, as a port we find extraordinary growth. In 1900 exports at Galveston, which includes Port Bolivar and Texas City, were \$85,658,000 and in 1925 they were \$639,418,000, an increase of nearly 700 per cent. Imports, which totaled \$1,453,000 in 1900, were \$35,861,000 in 1925—an increase of more than 2,450 per cent.

Exports for all the South, including Texas ports, which in 1900 totaled \$484,644,000, totaled \$1,797,710,000 in 1925. Imports, that in 1900 were only \$52,094,000, in 1925 totaled \$488,695,000. These figures compare with aggregate exports in 1925 for the whole United States of \$4,909,396,000, and imports of \$4,227,995,000. For comparison it may be noted that in 1900 figures for the United States showed exports valued at \$1,394,483,000 and imports \$849,441,000.

The increase in business at Southern ports is one of the commercial wonders of this era of many magnitudes; and the steady gains in number and size of industries in the South is evidence that it will continue unchecked.

# A MILLION DOLLARS A YEAR FOR CAROLINA HOSPITALS

BY W. S. RANKIN, M. D.

(Director Hospital Section, Duke Endowment)

A HASTY glance at the medical problems of the average rural county of North and South Carolina will serve to indicate how large and fine a field of human service lies open to the hospital section of the Duke Endowment. Such a county is five hundred square miles in area and has a population of 30,000. Twenty-five people for each thousand of the population, a total of 750, are constantly sick to the extent of being bed-ridden, and of these 10 per cent., or 75 people, are so seriously ill as to need hospital care. During the year 720 women are confined. Judging from surveys by the Federal Children's Bureau, these 720 women receive but one-fifth of the medical care that their two-fold life requires. One-third of these mothers have no medical attendant when their babies are born. Of the 720 babies, 61 die during the first year of life and 39 die during their second year—a total of 100 deaths within two years of their birth. In this same county there are constantly present 150 open, infectious cases of tuberculosis, with 30 fatal terminations annually. There are 27 deaths during the year from cancer, and some 50 or 60 cases of the disease constantly present. Each year 400 to 500 children have the ordinary contagious diseases of childhood, with some 30 or 40 fatal terminations. In the public schools there are a thousand children with defective vision, and between 200 and 400 who are in need of operations for adenoids and diseased tonsils. A large number of men and women are impaired to the extent of from 20 to 40 per cent. of their efficiency, because of such chronic and prevalent conditions as gall stones, kidney stones, hemorrhoids, displaced organs, focal infections, hernias, and unrepairs injuries resulting from childbirth. There are many accidents and such surgical emergencies as strangulated hernia, certain acute forms of appendi-

citis and the complications of childbirth, all of which require prompt surgical treatment.

In about one-third of these average rural counties there are no hospital facilities whatever. In about two-thirds of the counties there are from one to one and one-half hospital beds for each one thousand of the population, where, according to medical authorities, five hospital beds are needed. Many of the hospitals in rural counties are privately owned and "closed" to most physicians. Again, while an occupancy of 75 per cent. of hospital beds is regarded as normal, only a little more than 50 per cent. of the hospital beds in rural counties are constantly used. This condition is probably due to inadequate provision for maintenance.

The modern hospital has come to play a most essential part not only in the practice of medicine, but in the distribution of medical personnel. The recent graduate of medicine, and the older graduates so circumstanced as to enable them to keep pace with the rapid advances of medical science cannot satisfy their professional ideals if debarred from the use of modern equipment for the diagnosis and treatment of disease. Such equipment as the diagnostic laboratory, the X-ray, the electrocardiograph, apparatus for the study of nutrition, the modern operating room, radium and the various appliances for different forms of physio-therapy is both too costly and complicated for either individual purchase or use. It must represent the pooled professional interests and be available for the use of the entire profession. Such equipment, absolutely essential to the practice of modern medicine, is not and cannot be made available to physicians, practically speaking, outside of a hospital. It is, therefore, not difficult to understand how the city with five hospital beds, some

with seven or even eight, for each thousand population have drawn, both quantitatively and qualitatively, upon the medical profession, leaving the rural sections with their inadequate hospitals sorely in need of medical services. It is the expressed opinion of the house of delegates of the American Medical Association that a proper distribution of hospital facilities will go far in effecting a normal distribution of doctors.

#### *The Remedy*

The founder of the Duke Endowment, exercising the same careful and discriminating judgment in investing in humanitarian service that he had used in his business enterprises, saw this great and vital need of rural people, and out of the impulse of a generous heart, backed this judgment with his millions. In addition to making generous provisions for education, including the establishment of a great university which is to include a well-equipped medical department with a training school for nurses, and in addition to large sums set aside for dependent children and religious causes, Mr. James B. Duke provided a sum of money which it is estimated will produce an annual income of approximately one million dollars, this income to be used exclusively in the development of hospitals, especially in rural communities.

Through the medical school and the income from the trust fund for hospitals, four distinct types of medical service will be rendered to the people of the Carolinas.

First, the Endowment will render financial assistance in the development of hospitals. Under the terms of the gift, it is provided that the Trustees may give to any hospital in the Carolinas that is not operated for private gain one dollar for each day a hospital bed is occupied by a patient free of charge and unable to pay.

It is interesting here to note the wise provision of the Trust that restricts the financial assistance of the Endowment to those hospitals which incorporate a community interest. If a people can find no interest and take no part in dealing with a problem so large and urgent as that which is described in the first part of this article, then the Duke Endowment can take no part. The stimulating effect of this provision on the community conscience and capacity is self-evident.

In providing one dollar for each day a

hospital bed is occupied by a charity patient, the Endowment is in a position to assist a community which has a charity problem and recognizes it. About one-third of the patients in the hospitals of the United States are charity patients. In the two Carolinas this fraction is a little larger. To a community hospital of sixty beds, for example, and with twenty beds occupied constantly by charity cases, the Trustees of the Endowment may contribute \$20 a day or \$7,300 a year for maintenance. To the extent that there may be funds more than are ample to provide one dollar a day for all beds occupied by charity patients, that is, maintenance funds, such surplus may be used for assistance in the construction and equipment of hospitals.

Second, the Endowment will render most valuable assistance to hospitals in supplying information on hospital costs and services. This assistance will be made possible through the information furnished to the Trustees by the hospitals which apply for financial aid. In this way a vast amount of valuable data with reference to hospital costs and services will be assembled, tabulated and made available to hospitals. The individual hospital can in this way compare its patient day cost and the more important items which enter into the day cost for the patient, such as the patient day cost for laundry, for nursing service, for food and cooking, for surgical supplies and medicines, and so forth, with similar average items for a large number of hospitals. Again, in the matter of the character of the professional service which it is rendering, the individual hospital can compare its percentages of deaths from the more important surgical, obstetrical and medical conditions with the averages from the entire group of hospitals that receive aid from the Endowment. Provided with such information as will enable it to locate its defects, either in economy of operation or efficiency of service, the next step, finding a remedy, will be made easy through the clearing-house of information which the Endowment will maintain.

Third, the Endowment will render assistance to communities in helping to organize their large but, for the most part, latent and unorganized interests in the care of the sick. These interests are represented and assembled in such community agencies as the churches, the civic clubs, the women's organizations, the business organizations,

and the official bodies of the counties and towns. The dollar available to the community from the Endowment for each day of an occupied free bed should be from 35 per cent. to 40 per cent. of the cost of the charity patient. The other 60 per cent. to 65 per cent. must either be imposed upon and collected from the sick, that is the pay patients, or contributed by the community. It is likely that one-half of the 60 per cent. or 65 per cent. for charity from the community will be in the form of voluntary subscriptions from community organizations and the other half will probably come out of the public funds.

Fourth, the Endowment, through the close association of its Trustees with a great central hospital and medical school on the one hand and with many outlying smaller county hospitals on the other hand, will encourage in every way open to them the development of cordial coöperative and mutually advantageous relations between the large hospital and medical school and the smaller hospitals. It is possible that the small units may become grouped about larger ones in medical centers so that the development may include a large central institution, a number of well-equipped district hospitals, and about each of these

latter some six, eight or ten smaller county or community hospitals. In such an arrangement, the larger units may furnish consulting staffs to the smaller, may loan them special nurses to organize their nursing services, their dietary, or technicians to assist in the development of the work of the diagnostic laboratory and X-ray, and the smaller hospitals, in their turn, may send to the larger hospitals those patients whose diseases call for refinements in diagnosis and treatment that the smaller institution is not prepared to give.

What a multiplication and perpetuity of life the endowment of a single hospital bed, with its annual turnover of twenty-five patients, means! The building and endowment of a hospital ward, the establishment of a Phipps Institute or a Brady Clinic, an important part of a great hospital, with the salvaging of human life in many multiples of twenty-five, how magnificent a service that is! But now comes a man, James B. Duke, of great constructive thought, of generous sympathy combined with ample means and, true to the greatness of his own character, he thinks not in terms of hospital beds, or hospital wards, or individual hospitals, but plans and provides for a system of hospitals for two entire States.



RALEIGH, CAPITAL OF THE GREAT INDUSTRIAL STATE OF NORTH CAROLINA

(It might surprise even some wide-awake citizens to learn that, with income taxes excepted, North Carolina contributes more to Uncle Sam's purse than any State other than New York. It paid \$150,000,000 in miscellaneous federal taxes last year—almost as much as Pennsylvania, New Jersey, Illinois and Massachusetts combined. This is due in considerable measure to the tax on tobacco)

# THE REACTION FROM LOCARNO

BY FRANK H. SIMONDS

## I. London Impressions

LAST month and briefly from London I discussed the economic and industrial outlook of Great Britain. In the current article I shall try to make clear the international political outlook of London and Paris, indicating why there has been a decided lack of enthusiasm for any immediate Arms Conference and explaining what must be accepted as a distinct if perhaps temporary reaction from Locarno. Finally, I shall deal with the current domestic political and financial situation which again has direct bearing upon international activities and interests of France.

To review the British foreign outlook first, it is hardly necessary to say that there is no militaristic sentiment in the British Islands and no desire to increase armaments. Nor is there any opposition of importance to any reduction of arms by conference or otherwise. In no sense is there any British hostility to a disarmament conference, were it only conceivable that out of it something good might come or were it not for the apprehension that instead of good evil might result if the effort should be made too soon—which means in the immediate present.

As far as land armaments are concerned, the British are down to the bone. Their small army is smaller than in 1914 and it is the irreducible minimum for an empire with its many possible calls. This British army is only slightly larger than the American; there is no thought of increasing it. Again, it is an army raised by voluntary enlistment and Britain is as far as ever from conscription. Only in the direction of their colonial forces can the British think of possible increases in land forces, and colonial forces are to the British mind a thing apart. If the Turks make trouble in Mosul, if the Arabs are fractious in Palestine, if there is trouble in India or on the Afghan

frontier, it must be met mainly by colonial forces; and since in all these directions the situation is unsettled, if not threatening, the reduction of the colonial establishment is out of the question.

On the side of the navy, the size of the British fleet as to battleships is regulated by the Washington Treaty. As to the cruisers, the British have more than we; but they regard their problem of keeping open their far-flung lines of communication as such as to require more cruisers than we need with our continental area.

Now, in case of an arms conference such as has been proposed and may even begin preliminary investigations at Geneva this month, what can the British propose? They are not ready to talk of reducing their fleet; their army is reduced. What will they say to France or Italy, for example—nations which have armies but no fleets? And no matter what they say, are they not sure to be met with the calm answer that limitation of armaments must be just as clearly naval as military?

As to the French army, it no longer excites apprehension or much criticism in Britain. We in America are apt to fall the easy victims of propaganda put out by respective nations when they are at odds. When Lloyd George was fighting with Poincaré the French army and so-called French militarism were splendid lines of British attack. But at this moment Britain and France have reached a degree of friendly coöperation not exceeded during the war and not equalled since. Briand and Austen Chamberlain are working together as personal friends of entirely friendly countries which are acting together in all international affairs. There may be disputes between the press of one country and that of the other, but when it comes to action there is unity.

The French army has been reduced and will be reduced still further, but for Britain the question is academic and not, at the moment at least, serious. To raise it would be to force the French to raise the issue of naval strength, which they have no desire to raise, and the British have obviously no desire to have raised.

At bottom the British, the informed and official British, believe that the reduction of armaments depends upon two things, respectively psychological and financial. As the feeling of confidence and security grows reductions will be easier, while as the pressure of financial difficulties mounts the necessity to reduce will be greater. But an arms conference might at once project political issues which would destroy the psychological and even neutralize the financial elements; for nations feeling in danger will risk bankruptcy rather than defenselessness.

When the American assent to the idea of a conference was received in London there was surprise and even a little consternation, because while there had been much talk of such a conference the talk had been general and not the smallest program had been made. Therefore the need of postponement became instant, for France and Great Britain were and are resolved to approach any new conference with an agreed program. Nothing could be more inexact than to imagine that any arms conference now would reproduce the conditions of Washington, where France and Britain were in open opposition to each other at all points.

There was another reason why postponement was necessary and that was that Germany was about to take the final step preparatory to joining the League. But if the matter of armaments were raised before this was done it would be incumbent upon the Germans at once to raise the question of French and Polish armies, for they hold that the Treaty of Versailles, which disarmed them, compels their neighbors also to disarm.

To do one thing at a time is always the wish of the British statesmen and, foreseeing the effect both upon France and upon Germany of a possible premature debate over arms, they not only acquiesced but approved of the postponement. It left the admission of Germany at Geneva the only immediate question and it gave London and Paris the necessary time to discuss

lines of policy and action when the adjourned conference should meet.

But it would be wholly inexact not to appreciate the fundamental fact that at the moment British statesmanship and British public opinion are very little concerned with the question of any new arms conference. British statesmanship is unconcerned because, looking out upon Europe in its present state of mind and with the many complicating issues apparent, it perceives that the moment is hardly propitious. As for British public opinion, it is concentrated upon grave domestic problems, problems of life and death.

From the British point of view Germany is still adequately disarmed; France, despite considerable military strength, is in a wholly peaceful state of mind, while Italy is certain to resist any attempt to reduce her military strength and there is no conceivable way to persuade, much less compel, Mussolini to reduce armies. Why then attempt something which is not only affirmatively impossible but without immediate importance?

It is the British view, sound in all respects, I believe, that there is more danger in forcing the pace than in any degree of patient waiting. The great failures so far since the Armistice have been due to an effort to rush things. To-day things are on the whole going well, internationally speaking, but there has been a distinct reaction from Locarno everywhere and it is now necessary to wait the time when conditions are as favorable again as they were before the Locarno episode.

As to the American aspect, the British are little impressed with Washington gestures because they do not conceive that the American Government or people are prepared to contribute anything. Our army is not a factor; we cannot persuade France or Italy to disband a division because we offer to disband a division also. Britain has just undertaken considerable responsibility in the matter of Locarno, breaking with a traditional policy to underwrite peace along the Rhine. But the British know we will not undertake any similar obligation to contribute to the success of the Arms Conference. As I have said, they have nothing to contribute themselves and do not believe we are considering contributions of a solid sort.

My impression—and it is only a personal impression—is that the British would have been better pleased if we had for the

moment continued to refrain from any forward step with respect of an arms conference, leaving it to time to prepare the way and permitting the discussions which might take place to remain purely technical and indecisive. I cannot escape the impression both in London and in Paris that our intervention was both sudden and at the moment unwelcome, not because of opposition to our eventual participation in a later conference, but because of a feeling we were striving to press Europe to do something at a moment which was not favorable and only doing this for some unperceived reason in our own domestic political life.

Disarmament, or even the smallest limitation of armies, is a European problem of almost incalculable complexity and only very limited progress can be made at any one time. Even with Germany in the League and consenting to Locarno, the problem of Russia is in the background and must determine the attitude of both Poland and Rumania. I did not find a single well-informed Briton who believed there could be anything accomplished by any arms conference during the present year, or more exactly until such time as a new condition in Europe arises as favorable

to arms agreements as was the state of mind discoverable in Paris, London and Berlin last winter which led to Locarno.

As to a naval conference in Washington, London was frankly and unanimously skeptical, if not hostile. It believed with good reason that neither France nor Italy would come. It believed that even if these nations were forced by financial pressure to come, the results would be unfortunate in the extreme and might gravely retard instead of hastening arms limitation.

There was, too, manifest in London—as also in Paris—a distinct feeling that the United States, that Washington, was strangely out of touch with the exact situation in Europe and was in particular attaching vastly too much importance to the immediate value of Locarno. There was a feeling, even more strongly held in Paris, that we were displaying characteristic American energy with too little regard for the real European conditions, which we were ignoring, and that the danger to actual progress toward limitation of armaments lay in the direction of haste rather than delay.

"Not this year" that was the verdict of London and Paris.

## II. An American Observer in Paris

Crossing the Channel to France, it became apparent at once why British opinion was skeptical, if not cold. The British themselves may be regarded as still remaining "sold" as we say, in the matter of Locarno. The French, on the contrary, and many of their friends among the continental states, are going through a phase of acute reaction. Of course, at bottom the cause is the rather sudden appreciation of the new circumstances which are to result from German entrance into the League.

Hitherto the League has been, after all, so far as the great European questions are concerned, if not the agent at least the mirror of Anglo-French relations. When France and Britain have been agreed and could thus work together, the League has been the very natural agency by which the policies and purposes of these two nations have been worked out. When they have not been agreed then the League has been helpless.

But allowing for every conceivable limitation the League has been the creation of

the victors in a war and it has been in a degree the expression of the policies of victorious nations. It has been measurably as much a creation of the Paris Peace Conference as the Treaty of Versailles, one-half of which was devoted to the League. The battles fought inside the League have been between allies.

Now Germany is coming into the League and the old order is certain to change. Germany is coming with a very definite intention to bring about the revision of the treaty of peace. She is going to work for territorial revisions, to obtain the right to unite with Austria; she is going to raise the questions of the Polish Corridor and of Upper Silesia. And she is certainly going to raise the issue of armaments, seeking to bring French and Polish armies down to her own level, since she is forbidden to increase her armies.

Moreover, the terrific row over the Upper Adige between the Italians and the Germans served as a signal to the French and to Europe generally of what was to come.

Everyone, French and otherwise, had accepted the fact of German admission. France, for example, has insisted upon it in recent times, but rather surprisingly little thought has been given to the exact consequences. Suddenly it was perceived that German entrance was going to transform the whole character of League discussions, that Geneva might now become the battle-ground of German and French policies.

The result was shown at once in an attempt to bring about a remaking of the Council. Germany was promised a permanent seat upon this all-important body, but would it not be wise to assign to Poland a seat also, since many of the acute problems concerned both Poland and Germany? But the Germans, who once they have a place on this body can forever keep Poland out, since unanimity is needed in voting, declared against such a procedure and British newspapers took up the German thesis.

In the case of the Upper Adige, the territory concerned was not German. It was inhabited as it has been for centuries, by a German-speaking population which had belonged to the House of Hapsburg and had been assigned to Italy in the treaty of peace pursuant to a secret treaty of the war time which promised Italy the crest of the Alps, if she sided with Britain and France. This

transfer unquestionably violated the principle of self-determination and was based upon strategic grounds solely. In a word, it gave to Italy more than 200,000 German-speaking people who happened to live on the Italian side of the mountains, but along one of the gateways of invasion of Italy.

Conceivably Austria might have raised the question, she might have brought it before the League, by alleging that the people of the Upper Adige were being badly treated. But this would have been to involve Austria, which is helpless and seeking foreign aid, in a hopeless controversy with Italy, which certainly would have taken drastic steps in reprisal. Germany, on the other hand, had never owned the territory, did not even now own the balance of the Tyrol, and had not yet become a member of the League of Nations.

German championship of the cause of these Tyrolese, voiced by the Prime Minister of Bavaria, was therefore no more or less than an assertion of the German right to speak internationally for Austria and a declaration of German purpose to champion German minorities, that is, German-speaking minorities, everywhere. In Austria this gesture would powerfully aid the sentiment for union with Germany, but it must have the effect of raising grave apprehensions not alone in Italy but in Poland, Czechoslovakia and Rumania, where there are also considerable German minorities.

Italy, therefore, responded promptly through Mussolini and the response served to emphasize the fact that Italy would fight rather than agree either to a change in the Tyrolean frontier or to the union of Austria and Germany. But the controversy served quite as well to disturb the whole European situation, which had remained relatively calm over a considerable period before and since the making of the Locarno pacts.

France, like Italy, like Poland, like Czechoslovakia, is opposed to the expansion of Germany by the revision of the treaties of peace—because each extension, while taking territory from one of the other countries, would increase the disproportion of French and German population, or, in the case of Austria, would actually restore Germany's area and population to pre-war proportions. And for reasons which are at least intelligible, the French believe that once Germany should be strong again she



WHERE ITALY HAS BEEN IN CONTROVERSY  
WITH GERMANY

would, treaty or no treaty, attack France and seek to reconquer Alsace-Lorraine.

The whole German maneuver with respect of Austria at once aroused French fears that after all Locarno was a great deception and that Germany was now planning to resume her old expansive ambitions. Moreover, France was fully aware that when an arms conference did assemble the Germans would at once begin their campaign against the military strength of their neighbors and thus seek to escape from the limitations placed upon their own military forces by the Treaty of Versailles.

The projected disarmament conference, therefore, lost any considerable appeal not alone to the French, but to the Poles, the Czechs and various other interested nations, while for the Italians it never had any appeal whatsoever. From the French point of view the admission of Germany to the League was the next step, and it was thought necessary also to wait and see what resulted from this before any new experiment was tried.

As things stand, too, reduction of the French army would be rather difficult because it has already been brought down to half the normal strength of 1914 (that is, the home army). The troubles in Morocco and Syria have made large drafts on the slender effectives, and despite successes in Morocco there is little prospect that there can be further reductions there now. In Syria, too, the situation is rather worsening than improving.

France has no intention of abandoning her great Moroccan estate, much less Algeria and Tunis, which might also be lost if the Moroccan campaign ended in retreat. National sentiment is far less resolved in the case of Syria, but even here French prestige in the world is too greatly compromised to permit a surrender. As a result, France cannot at the moment make further reductions in her military strength, no matter what a conference might suggest.

Again, from the French aspect the whole question of disarmament is highly involved and technical. It does not limit itself to the mere question of soldiers and guns; it involves the question of the machine power of respective nations and the capacity to transform this machine power into military resources. It involves the question of raw materials, of population, of an infinite number of things which are outside the common American idea of disarmament.

And, to go to the root of the matter, the French are convinced that disarmament can only come when the nations which under the shadow of the League agree to limit their armies according to an arranged scale, shall have the collective guarantee of the League and of the member nations covering their position in case of an unprovoked attack. In a word, the French have never for a moment abandoned the principles of the Protocol, adopted at Geneva two years ago and then dropped by reason of British opposition. From the French point of view it is only a collective guarantee of mutual military support which can serve to make real limitation of armaments possible.

This Protocol principle, moreover, is held solidly by many nations on the Continent which feel themselves menaced either by Russia, Germany, or Hungary; and these are precisely the nations which have considerable armies and must be persuaded to reduce them if progress is to be made in the direction of smaller military forces. But at the moment British opposition in the League would prevent any such collective guarantee and British appreciation of this Continental opinion explains British reluctance to see a conference.

If the United States and Great Britain, either together or acting separately, should press in a conference for a reduction of the armies of Poland, Czechoslovakia, France or Italy, the response would be the immediate and conditional consent, the condition being the pledge of the United States or Great Britain or both to guarantee the integrity and security of the nations consenting to the reduction. But the British people will not agree to defend the Russian frontier of Poland or of Rumania, even if the Poles and the Rumanians agree to reduce their armies, and they know that Americans are in the same state of mind.

It is true that the situation between Russia and Poland has improved and that as a result reduction of the Polish army may be made. Certainly Poland in her present difficult financial situation would welcome a chance to reduce her army, which constitutes a great burden, but either she must be left to use her own judgment or in accepting that of others she must be assured support in case of subsequent aggression.

Looking the European situation squarely in the face, as it is viewed from both Paris and London, the fact would seem to be that

at the present hour the European state of mind is not ripe for any real discussion, much less settlement.

Nations desire to disarm in most cases, but at the same time they desire not to run any chances. They are ready to exchange the guarantees of their armies for those of American or British promises to come to their aid if they are attacked. But they are not willing to disarm and run the risks without promises. The real march toward peace continues unmistakably. French and German relations, for example, and they are all-important, grow better visibly, but the improvement has not reached the point where nations are prepared to make unconditional and unrelated sacrifices of their means of defense.

The British, whose views about large standing armies are much like our own, perceive this fact clearly and that is why they are not pressing the conference idea. Our attitude, if it leads to any considerable participation, may have very grave disillusionings for our people, because it may bring us into a conference which accomplishes nothing or it may bring us to a conference in which Europe again seeks to commit us to responsibilities which our people are not ready to accept.

Despite all the lessons of recent years, beginning at Paris, the American people do not yet seem to realize that they can have influence in Europe only by paying a

price for it and the price is the promise to support nations which adhere to our ideas. European nations will not disarm on our advice, but they will very largely disarm on our promise to defend their frontiers if they are attacked. And our views will be important only to the extent to which they represent a corresponding readiness to contribute force as well as opinion.

Left to itself, Europe will now hold some sort of preliminary conference at which experts will discuss at great length and with a maze of technical information, questions which must seem to Americans exceedingly abstract. But the responsible leaders of the various countries will not intervene or back a real conference until they are certain that the general international situation and feeling warrants undertaking something.

I shall, however, give a very inexact impression of the general European situation as seen from either Paris or London, if what I write suggests that there is any new militaristic wave discoverable, or any relapse to pre-war mentality in the matter of arms or armies. On the contrary, Europe is profoundly peaceful, but it is Europe and that Europe which only eight years ago was aflame. It has taken many steps toward readjustment, but time is still required before what seems to Americans the next and simplest—although for Europe the most complicated—can be taken even in part.

### III. French Politics

When one turns from the external conditions as viewed from Paris to the domestic political situation, one is struck at once by the appalling and almost indescribable confusion, the incoherence, the chaos, which has no American counterpart in all the history of our country. And one must clearly perceive, too, that the political crisis is at once caused by and the cause of the financial problem.

For two years, ever since the fall of Poincaré as a result of the elections of May, 1924, France has been governed nominally at least by a combination of three groups of more or less radical politicians, three groups which extend from the very moderate radicals, whom we should certainly not regard as radicals at all, to the out-and-out Socialists. The outstanding figures of these parties are Briand, Painlevé,

Herriot and Blum, the last heading the Socialists.

Now it must be fairly obvious that parties which in reality have such fundamental differences as these three can hardly have any straightforward and coherent political program. Brought together on negatives, combining to form the famous *Cartel des Gauches* for the express purpose of turning out the conservative republicans headed by Millerand and Poincaré, these groups have not been able to find any positive plan for reestablishing French credit or French finances.

On the contrary there has come a real paralysis. For two years the Cartel has been held together because the members of all three parties enjoyed the fruits of public office. They have clung to power and patronage and preserved sufficient unity to

constitute a majority in the Chamber of Deputies against any other combination. They have remade their cabinets as their own failures arrived. Painlevé has replaced Herriot and Briand Painlevé, but the changes have been in the matter of personnel, not policies.

In reality the Socialists, led by Leon Blum, have been masters of the situation because without their solid hundred votes the Cartel cabinets could not stand. And the basis of all Socialist policy has been nothing more nor less than a class war, a deliberate attempt to make business and wealth bear all the costs of taxation, to direct all tax legislation at industry and commerce, to exclude from taxation the laboring man and the farmer by the simple device of refusing to support indirect taxes.

The fall and reconstruction of the Briand ministry, last month, supplies one more clear indication of the incoherence and paralysis of the French parliamentary system. The Chamber of Deputies had no grievance against Briand. He seemingly continues to be the man most desired as Prime Minister, most successful as Foreign Minister, since the war. But at the same time the Chamber is in no mood to accept sweeping taxation. Since Briand insisted upon making a test of a financial measure, the Chamber unseated him; but since it has no other complaint against him it was ready to permit him to resume power.

The circumstances of Briand's fall are almost beyond American comprehension. France was on the eve of one of the greatest international assemblies since the war. The whole Locarno episode was at its culminating point. Nothing was more essential than that the nation should be represented at Geneva by the man largely responsible for Locarno, who, better than any other living Frenchman, could advance the vital interests of his country abroad. Nevertheless, because he insisted upon a tax measure, the Chamber by a decisive majority overthrew him. The result was almost catastrophic. Briand could only go to Geneva and inform his colleagues that he was without the power to act, then post back to Paris. Geneva, gathering with Germans, presently lapsed into chaos, into something of the same incoherence as the last Democratic national convention at New York City. France could say nothing, nothing could be done without France.

The spirit of Locarno was dissipated in the snow and rain of Geneva.

For France and the rest of Europe no greater disaster is conceivable than the downfall of Briand at this precise moment. Yet it should be clear from the fact that he did fall how far affairs in France have drifted, how well-nigh impossible it is to expect any present improvement of any considerable importance. The truth is that France's parliament, which cannot agree on the only issue of present importance—namely finance—has no leader of adequate stature to compel obedience, as Clemenceau saved the situation in the war in 1917.

One must recall that France is traditionally the country of indirect taxation. It is through what we call internal revenue levies, taxes upon such things as tobacco, that France has been accustomed to raise her revenues. Now the whole effort of the conservative elements in France has been to arrive at a balance between expenditure and revenue, not alone by the imposing of heavy taxes upon all wealth—and property and business in France are taxed out of all proportion, measured by American standards—but also to bring the further necessary revenue in by indirect taxes paid by the workers and the farmers.

The simple truth is that wealth alone has been taxed up to the hilt. To-day taxation in France goes beyond even British standards and leaves American far behind, but taxation cannot alone meet the situation. France cannot balance her budget unless she can also collect revenues from the people of smaller incomes, and this taxation can only come through indirect methods.

All the paralysis in the Chamber which seems to the American so incomprehensible is no more than a battle between various elements in the community to direct the course of taxation. And obviously it is always possible in the present incoherent state of things to get a majority against any proposal for enough of the Cartel will vote against the proposals of the Socialists taxing business, while enough of the Socialists will vote with the opposition against taxes levied upon the mass of the people.

One has seen the amazing spectacle, then, of seven finance ministers in eighteen months, which means that each minister has only had time to formulate a plan when a majority has been formed against the plan and he has had to resign. One by one all the able men, the experts upon

finance, have been thrown out because the Chamber has always been able to muster a majority against any project. So far from anything to correspond with our two-party system, there has been nothing but an incoherent group of small parties, each representing a special interest among the people and none thinking in terms of the nation. There is no responsible party, there is no responsible leadership, there is nothing which in any degree gives authority to any measure or man.

The result has been inevitable. Taxation has not been imposed, the budget has not been balanced, resort has had to be made to inflation and thus in less than two years the franc has lost half its value. But even worse has been the loss of confidence for France has outstanding many billions of short-term notes. These represent war and reconstruction loans not yet funded. Were confidence general the holders would renew them when they become due, but now they insist upon payment and every little while relatively large inflation is required in order to satisfy these notes.

Obviously this inflation would not be dangerous in itself in the same sense as was German, for it does not represent new borrowing, but only the meeting of loans made long ago, but nevertheless it must continue to depress the franc as long as it lasts. France has by taxation arrived at the point where her revenues meet nine-tenths of her expenditures. What remains would not be difficult to accomplish were there any strong man or strong party ready to undertake the task.

But here one touches on the essential evil. France is relatively prosperous, without unemployment, actually importing labor. Her factories are busier than before the war and her coal mines are producing more than before the Germans totally destroyed them. French exports until very recently exceeded imports by a substantial figure. On the whole the cost of living is not high by comparison with Germany or Great Britain, although it is now beginning to rise in rather alarming proportions.

Yet it is manifest to all that unless within a relatively brief time there can be some coherence, unless the Chamber can find a basis for action, or, as is the situation now, the Senate can be prevailed upon to assume the initiative and adopt the measures which the Chamber rejected and backed by public

sentiment force the program upon the Chamber, France will be found to face an economic and financial crisis which will be of gigantic proportions.

No one can mistake that France is drifting straight to the rapids, that the time is relatively short now within which the steps can be taken which would bring about safety. And the outstanding fact is that the country itself clearly perceives this. Whatever difference of opinion there may be as to the responsibility, the political responsibility, there is no mistaking the fact that the nation is at last awake to the desperateness of its situation. You cannot read the press, hear the speeches of public men or the comment of the man in the street without realizing that France is finally awake.

Nevertheless the amazing phenomenon continues. The Chamber, the Parliament, which is the executive, is so far totally unable to arrive at any affirmative action, while the franc falls, public confidence diminishes, prices begin to rise, all the classic phenomena of inflation in its later and more terrible phases arrive. For three months in the presence of the growing public desperation the members have been unable to do more than talk and talk.

Moreover, there is no present method of putting responsibility upon individual members or parties. French deputies are chosen not by district but by party lists and no one believes that even the present complete failure would bring about any real change, were there a new election, until the form of election is changed and France reverts to the district system. Ultimately France must go to a new election; eventually there is the belief that public sentiment will be sufficiently aroused. Proof of the justice of this view was had when André Tardieu, the famous lieutenant of Clemenceau, was recently chosen as a conservative in a strongly radical and Socialist district. But will the change come in time? There is the whole question.

France can still be saved, not easily, not without very grave and continued discomfort and hardship, but the time is certainly passing when salvage remains possible. And beyond that time lies the prospect of almost incalculable disturbances, with no strong government, no strong man, nothing to guide affairs when there arrives the situation which came to Germany with the inflation crisis of three years ago.

## IV. A French Mussolini?

It is the perception of this situation which has led many Americans to forecast the arrival of a French Mussolini. Is this possible? I know no question is more frequently asked at home. Well, at the outset let me say that it is one possibility, a possibility which no one of my French informants has excluded totally. Yet it is just as true that no one of them has had the slightest belief in such a solution.

In the first place, you must have a Mussolini or a Napoleon. And France has none. Or you must have circumstances which promise to create one. And there are no such circumstances. Napoleon came back from Egypt with the glory of his military achievements. The way was made clear for him and his brother was President of the Senate. But not only is there no soldier of Napoleonic figure to-day, but France is certainly in no mood to give herself to a soldier. A dictator might come, but he could not be a general in the present mood of the nation. Moreover, there is no soldier who is even thinkable.

Again from what direction is the dictator to come? Naturally one would think from the conservative. But there again there is a total absence of men. Poincaré is almost utterly without the qualities of a dictator; Millerand has less of them. There are no new men who have succeeded in capturing popular imagination. France is not producing new men, much less new leaders. Her politics are now mainly the sterile quarrels between men who are old alike in years and in public life and carry the inevitable burdens of still recent failures and of unchanged ideas.

Mussolini has succeeded in part at least because he is or has become the representative of business, of big business and of finance, but it is impossible to foresee any such close combination here as one saw in Italy, or even in Germany. And there is always to be considered the possibility, slight and I think growing slighter, but still obvious, that the attempt to create a dictator might come from the Left, from the Socialists, who have been very close to having a government of their own at certain stages of the Cartel history.

In any event to have a Mussolini France must still discover the man; and whether he comes from the Right or the Left, the

conservative or the Socialist quarter, he could not come without bloodshed. There could be nothing like the Black Shirt march upon Rome. Before any dictator in any Mussolini sense could seize power in France there would be barricades and fighting such as preceded the Third Empire, although possibly far more severe.

And France does not want to fight, either abroad or at home. The French people are weary of war, they are tired of domestic political strife, they are passive to an almost unbelievable degree. They are submissive and their very submissiveness is again one of the striking circumstances of the present situation. I cannot too much emphasize the extraordinary impression of almost fatalistic resignation which one encounters on all sides.

France is working, saving, laboring just as earnestly and intensely as of old. The devastated area has been remade marvelously. The destroyed cities and villages have been rebuilt solidly, all the old markets have been regained and new markets have been conquered. Life goes on steadily, and yet underneath all this great calm and this universal effort, there is the sense of an approaching disaster. It is impossible to believe until one has seen it the degree of placidity with which men and women discuss the arrival of the unknown calamity which all foresee unless there is a change of which no clear signs are discernible.

Personally I do not believe in the Mussolini solution. Things will have to become almost intolerably bad, in my judgment, before France will adopt the Italian remedy, and even then, as I have said, there is almost certain to be much bloodshed before such a method can be accepted. It is a mistake, I believe—the American notion that the Mussolini method is the one obvious way for France to escape. It is obvious, perhaps, but most Frenchmen counter by asking, first, "Where is our Mussolini?" and, secondly, "How could we get rid of him after we had used him?"

Nor do I believe France is going to experience inflation in such fantastic dimensions as did Germany. There are points of resemblance, but the differences are far greater. By contrast every sign points to the prompt arrival and pretty long continued stay of a period of high prices, of

more or less unemployment, of genuine hardship. Germany is now at the last stage in the cycle. Britain, which escaped real inflation but experienced stabilization is still in throes of hard times.

For France the trial is just beginning. One can read signs as significant as the temperature chart of a patient stricken with a fever. And since the disease has been permitted to run so long unchecked the French suffering is likely to be severe, and the severity will increase now with the continuance of neglect and at an accelerated pace henceforth. During the next twelve months I do not believe France will be as pleasant a place for French people to live in as in recent years.

Viewed with respect of any American debt settlement it must be plain that for the immediate future France will be able to pay little or nothing. What her capacity to pay in the dim future will be, of course is a mere guessing proposition. But this much one must add apropos of debts: Europe, all of Europe, looks upon American credulity in this direction with a certain amount of pained surprise. Europe does not believe that, settlements or no settlements, debt payments will long endure, just as it has accepted as axiomatic the truth that Germany will not long continue to pay reparations.

I have been coming to Europe pretty steadily for twenty years and I have never found Europeans on the whole so solidly unfriendly to the United States as now. At least not since the "too proud to fight" days of our neutrality. I do not mean that the individual American finds any discomfort or courtesy or that the American who has friends here fails to receive the same charming courtesies, but what I do mean is that the United States, collectively, seems to all Europeans of all nationalities to be little more, nor less than Shylock. Uncle Sam and Shylock have become synonymous. Europe feels that we have behaved selfishly, that we have laid all countries under tribute, and that despite our great wealth and prosperity we are demanding from the poor and stricken sums beyond their capacity, simply to gratify our own material desires.

Europe believes America is rich, mercenary, interested in Europe solely as a field of commercial exploitation, that we proposed the Dawes Plan only to reduce European chaos and thus insure our debt

payments, that we are favoring disarmament solely because if the nations disarm they will have more money to pay us. Some countries believe that we are ready to sacrifice their security to our financial interests.

It is true that Europe recognizes the continuing need of American capital and credits. Much as it hates the necessity, it has to come to New York for money and officially its attitude toward the United States must be correct, but privately and personally, Europeans feel that America has earned their present resentment and will have their enduring dislike so long as the debt settlements are to run. We are, too, most unpopular among the working classes, because they ascribe their hardships to the payments made to us, which involve in turn the lowering of their standard of living.

One cannot exaggerate the fact that our course with respect of debts has united all Europe in a common resentment, for all Europe is directly or indirectly involved. And the rather staggering thing is that the character of the debt settlements is such that the burden of payments must increase for long years to come and thus inevitably the volume of resentment. I do not believe people at home have yet any inkling of the extent of American unpopularity, to which all Americans living abroad readily give equal assent.

Europe is not going to form any military alliance against us; it is not even likely in any present time to find any basis of commercial combination against us. On the contrary, it is going to have to come to us for commercial loans, but the legend or the conception of a generous, idealistic, sympathetic United States is as dead as Julius Caesar. We are not the saviour of Europe but the creditor, not the friend but the debt-collector.

Next month I shall go to Geneva and from there write of the coming of Germany into the League and the general outlook of Europe as disclosed in the Swiss city.

Never has the gap between the United States and the western European countries seemed so great, not even in the war. Never has the lack of mutual understanding or, more exactly, the measure of mutual misunderstanding, been so impressive. And never has it seemed to me that American estimates of European conditions and realities have been quite so inexact.

# COLONEL HOUSE BREAKS THE SEALS

AT TWENTY minutes before nine, in the evening of April 2, 1917, President Wilson appeared before Congress to announce his decision that the conduct of Germany in resuming submarine warfare should be met by the declaration that a state of war was then actually existent between Germany and the United States. Having reached this thrilling climax, two large volumes that disclose confidential phases of American politics, covering a period of five years, are brought to an abrupt conclusion. These volumes are entitled "The Intimate Papers of Colonel House, Arranged as a Narrative by Charles Seymour, Sterling Professor of History, Yale University."

Edward M. House was born in Texas in 1858. He attended Northern universities, but returned to his own State, where he entered upon a career that brought success in business and influence in affairs. He was never a military man, but in the South the title of Colonel is easily acquired, and never lost. Outside of Texas, Colonel House remained unknown to that political public which had learned the names of "Joe" Bailey, Governor Hogg, and certain other celebrities of the Lone Star State. But, whenever a more discriminating type of inquirer had set himself at work to discover the enlightened minds and the guiding spirits of Texas, it was never difficult to find a certain small group, at the center of which was Edward M. House.

His was the vision that sought to shape the institutions of his great State for a future that looked ahead a full century.

He desired no public office, but he was a devoted student of practical politics, as a means by which to attain the ends of theoretical politics. Seeking nothing for himself, he inspired confidence. Unquestionably he liked the game of politics, and found in himself a growing passion for the exercise of influence and for the control of affairs behind the scenes. But he had discovered that affairs are usually managed by a few insiders who take trouble and exercise forethought, and he was resolved to use this discovery with quiet mastery of political artifice, in the service of the worthiest public ends.

## *House as a Warwick*

It was not until the great Progressive movement, with which he found himself in natural sympathy, had produced fatal discord in the Republican ranks that Colonel House, as a Southern Democrat, discovered that his moment had arrived for



PRESIDENT WILSON AND COLONEL HOUSE, IN THE SUMMER OF 1915  
(At Mr. House's summer home on Long Island)

political work of the first importance on the national plane. He had transferred his headquarters from Texas to New York, and he made a careful study of the presidential possibilities of 1912. Woodrow Wilson, having resigned the presidency of Princeton University, had been elected Democratic Governor of New Jersey by reason of a Republican split, and this success had brought him into the list of presidential aspirants along with such experienced party leaders as Champ Clark and Oscar Underwood.

Having met Wilson and satisfied himself that he had found the man of his choice, Colonel House became at once the most active and useful of all the promoters of the Wilson movement. The success of Wilson in the Baltimore convention, and later at the polls, lent enhanced prestige to many more or less ambitious men who had been his supporters. But Colonel House, preëminently, had stood the tests to which a confidential adviser is subjected. So uniform had been his success that, after November, 1912, everybody recognized him as Woodrow Wilson's mentor and *alter ego*. His part in helping to choose the Cabinet and other high officials, and in shaping the great domestic policies of the first year of Wilson's administration has never been minimized by any contemporary.

#### *As "Presidential Agent"*

All Presidents, from the days of George Washington to those of Calvin Coolidge, have made use of private and informal agents, in feeling out matters of delicacy in our foreign relations. But, as a rule, such missions have been enveloped in the closest secrecy. The papers that might inform us about them have usually remained like buried treasure in lost caverns or hidden tombs. An amazing number of instances, going back more than a hundred years, has lately been unearthed by a diligent student of our diplomatic history, who will in the near future publish a volume that will bring to light many things that no previous writer had ever suspected.

Such a volume (about earlier "presidential agents") will be the more timely by reason of the revelations contained in the present volumes. For of all the confidential emissaries of American Presidents—and there have been, perhaps, two hundred

of them—Colonel House will remain the overshadowing example, the one destined for main chapters rather than brief footnotes of history. Professor Seymour has edited, from the carefully kept private journals of Colonel House, and from files of letters and papers about which the public had hitherto known nothing whatever, a "narrative" as surprising and unexpected as the findings of Howard Carter in Egypt.

The Great War began in the summer of 1914. In the previous summer, Colonel House had made his first confidential visit to Europe, going the rounds of our Ambassadors and Ministers, and meeting Premiers and leaders of the principal countries. Colonel House might have been in the President's Cabinet, and at more than one juncture the position of Secretary of State would have been his, but for his determination to hold no office. The very fact that under no circumstances was House to be considered as a prospective official gave him far more influence in every direction; and the service that he was able to render President Wilson may well be regarded as having doubled the efficiency of the Chief Executive.

#### *Counsellor of the Mighty*

The presidential office affords almost unlimited opportunities for the exercise of influence as well as of power. Every President, soon after he has entered the White House, begins to find his own way of facing his duties and meeting his responsibilities. No single printed work relating to any previous President throws so much light upon the manner in which a non-official, confidential agent may meet the temperamental needs of a President as does this narrative that Professor Seymour has evolved so skillfully out of the materials at his disposal.

Naturally, Colonel House could but set down, in his daily record, his own personal experiences. To form a final estimate of Woodrow Wilson and of his period, one must come into possession of much information that the papers of Colonel House, by themselves, could not possibly contain.

Omitted from these volumes—most unfortunately—are all the letters, notes, and memoranda written by President Wilson himself, and included in the material deposited by Colonel House at Yale University. It is well understood that the pub-

lication of President Wilson's letters and papers is in legal control of his own executors. But, while Dr. Seymour could not reproduce Mr. Wilson's letters, he was of course completely aware of their contents.

The war had continued nearly three years before we committed ourselves as a beligerent. These volumes show with what impressive and unsparing effort Colonel House was engaged in trying to find a way to help Europe save itself from utter ruin. No other man in the world was in such direct confidential relations as Colonel House with the governing authorities of England, France, and Germany during these years of desperate struggle. Technically, he represented President Wilson, and this fact, of course, gave him his start at first; but he had quickly won his own place in the confidence of rulers, and was treated as an emissary not alone of the President but also of the great American public.

The declaration of war came within a month after President Wilson entered upon his second term. Colonel House, as we have said, was not a military man; but as a diplomatist his services undoubtedly continued to be of prime importance during the years 1917 and 1918. The famous Fourteen Points were not evolved without a large share of constructive thought and work on Colonel House's part.

#### *His Part in the Peace Conference*

Finally, it must be remembered, the decision to hold no public office was reconsidered when the President asked his chief adviser to accompany him to Paris as a member of our official group of four at the Peace Conference. Colonel House had always had his own vision of a League of Nations.

No promises have thus far been held out to us regarding future volumes; but it might fairly be expected that in due

time, Professor Seymour would be authorized to edit a third volume dealing with events from the declaration of war to the Armistice, and a fourth volume relating to the Peace Conference from the stand-point of Colonel House.

Mr. Ray Stannard Baker has edited and published important volumes from President Wilson's papers dealing with the Peace Conference. But these are documentary rather than private and personal. What the readers of the present volumes may reasonably hope for is the continued narrative, derived from the daily journal kept by Colonel House during the war years, and during the Paris Conference.

#### *An Honorable Record*

It is true that these two volumes give the assurance of lasting fame to a man who had apparently never sought to write his name conspicuously upon the pages of history. But it does not follow that there is any justification for the view that a narrative essentially autobiographical, and that records simply the efforts, contacts, influence and experience of Edward M. House, can possibly detract from the just fame of Mr. Wilson. His success as President was the constant object of all the labors, not only of Colonel House but of many other men of that period, whether holding official places or acting in the freedom of private life.

Meanwhile, we have Colonel House still remaining with us as an honored citizen, esteemed by public men in both parties here at home, and held in high regard throughout Europe. Everywhere he is recognized as a world leader, of lofty vision, wide experience, and exceptional wisdom. To him we may ascribe a quality of international good-will that is not affected by passing irritations and controversies.

A. S.





THE BISHOP OF LONDON PRESIDING AT THE MANSION HOUSE MEETING FOR THE RELIEF OF CHRISTIANS IN MESOPOTAMIA

(At the extreme right of the picture seated is Sir Henry Lunn, the English clergyman, publicist, and philanthropist, who is now in America. In the center, next to the Bishop of London, is Lady Surma. Next to Sir Henry Lunn is the Duchess of Athol. Sir Willoughby Dickenson is seated at the left, and next to him is Mrs. Hewitt)

## SUFFERINGS OF THE ASSYRIAN CHRISTIANS

### A LETTER FROM SIR HENRY LUNN

MY DEAR DR. SHAW:

It is a great pleasure to me and will be to my committee—the Assyrians and Iraq Christians Committee—to know that we have your hearty sympathy.

On February 1 a meeting was held at the Mansion House, with the Bishop of London presiding, when an appeal was made on behalf of these latest sufferers from Turkish cruelty, who have crossed the frontier from Turkey into Mesopotamia in great difficulties.

The news of their distress came to England during September and it was followed by further cables from the High Commissioner of Iraq and from other authorities telling us how greatly these ancient Christian people had suffered.

I shall not, I hope, be unduly enlarging upon their history if I say that they represent one of the oldest Christian Churches in existence. In the early history of Christianity the energy of their enthusiasm for Christ carried them out as evangelists to India and China.

At that time the Assyrian Church was a very powerful body, but the blight of Turkish oppression spread over Asia Minor and this ancient and active missionary Church suffered cruelly, until after all the

persecutions which they have undergone, only a remnant of something like 80,000 remain.

In consequence of their recent sufferings, I had the privilege with the support of the Archbishop of Canterbury, of forming this Committee on their behalf, of which the Archbishop is president and the Archbishop of York, the Moderator of the Church of Scotland, Lord Gladstone, the President of the Free Church Council, and a number of Anglican leaders and Free Churchmen are vice-presidents. We have raised the money that King Faisal asked, namely £100,000, to tide these people through the winter. The difficulties that now confront them are what is to happen to these people in their new life. King Faisal has offered land for their settlement. Our Commissioner telegraphed that we should try to raise half a million dollars to settle them and this is what we are trying to do.

The suggestion now is that that very interesting person, the Lady Surma, the sister of the late murdered Patriarch and the aunt of the present Patriarch, should visit America and should speak in drawing-rooms. I think it was Lord Grey who said that she was one of the most cultured and

charming women he had met. As the Archbishop said to me personally, he thought that she would represent the case of these people wonderfully. She is really a kind of Regent in this influential family who for long generations have been Patriarchs of the Assyrian Church.

The American Committee of which Dr. Perry, Bishop of Rhode Island, is chairman and Dr. Emhardt is secretary, is inviting the Lady Surma to this country and will be aided in its efforts to further the objects she has at heart by distinguished representatives of the Federal Council of the Churches of Christ in America.

I should like to emphasize the fact that I plead for these people because they have been entrusted to our care by the League

of Nations. This is the real reason why the British nation now supports the acceptance of this Mandate, which is a burden placed upon them. We have not gone there for oil. The people, who are supporting us are the last people in the world to support a policy of commercial adventure.

The one fear of those, who are supporting me in this matter is that a mandate of the League of Nations should not be carried out and that thereby the authority of the League of Nations should greatly suffer.

Commending this case, as I know I can safely do, to your kind sympathy, I am,

Yours very sincerely,

HENRY S. LUNN.

New York, 24th February, 1926.

---

## COLLEGE ATHLETICS AND SCHOLARSHIP

CURRENT statistics show an ever-increasing enrollment of college students, with educational endowment campaigns on foot and ambitious architectural programs that would have astonished everybody twenty-five years ago. Meanwhile, the reasonable balance between scholastic pursuits and other student interests—among which athletics come first—seems to be asserting itself most hopefully. As conspicuous in front-page headlines as the passage of the new tax bill at Washington has been the announcement that the price of football tickets for the major college games will be advanced to five dollars! The additional revenues are not to be used to promote competitive athletics, but rather to support plans for giving physical training of one kind or another to all students.

Phi Beta Kappa will in December celebrate the 150th anniversary of its founding at William and Mary College in 1776; and the United Chapters of that society, devoted to the promotion of scholarship, have decided upon a campaign to pay the cost of a memorial building on the William and Mary campus, and also to provide a modest endowment for the future efforts of the society as a whole. The ideals of college athletics and of Phi Beta Kappa are no longer in contrast with each other. Dartmouth in 1924 could have put on the

field a team picked from the Varsity and second squads, each playing his regular position, all members of Phi Beta Kappa.

There could be no finer exponent of the new spirit than Dr. Francis W. Shepardson, himself a Senator of Phi Beta Kappa, while also president of the Beta Theta Pi fraternity and an ardent inter-fraternity man. It is announced that he is to visit many colleges, where he will stimulate the fraternities to devote themselves to high standards of scholarship, while not abandoning their interest in athletics.

Newspapers have been giving much space to discussion of the spring sport schedules of the colleges, with due notice that practice in baseball, track, rowing, lacrosse, golf and tennis is well under way.

For example, a large delegation from Harvard, representing track athletics, had arranged to spend several weeks in early practice at William and Mary College in Virginia, thus taking advantage of the early Southern springtime, while also enjoying the special facilities that are provided in the new William and Mary gymnasium for visiting teams. It requires no great stretch of imagination to perceive that such exchange of visits between the North and the South may serve many desirable objects besides those that pertain immediately to athletic prowess.

Advance speculation as to the success of the teams is rife, coupled with optimistic prophecies or dire predictions largely based on the available student material with which the coaches have to work.

An exceedingly important factor in these pre-season calculations is an annual February event throughout the land—the mid-year examinations. By their machinations college teams are made or destroyed. So strict have academic requirements become that "eligibility" for intercollegiate competition is now adequate proof that the eligible athlete is also an able scholar.

The "dumb athlete" exists no more; for, under modern conditions, if his dumbness is effectively demonstrated he ceases to be recognized as an athlete.

Not long ago President John Grier Hibben of Princeton University addressed several hundred fathers of Princeton undergraduates at a luncheon in New York. He told of his institution's championship 1925 football team with pride—a pride based not on the brawn of the victorious players but on their academic prowess. If a university with the stringent scholastic regulations and eligibility rules of Princeton could turn out such a team, each man being necessarily a successful student, did not this accumulation of genuine brain-power contribute to the victory? And is not such a victory an added incentive to scholarship? These were President Hibben's challenging statements.

Such contentions are well founded, for the competing athlete of to-day must have a higher class-room standing than the non-athletic student. A man may pass enough of his academic work to stay in college without being eligible for athletics, but he must receive satisfactory grades in all his subjects if he is to be allowed to participate on any team. And many of the Princeton football players had achieved scholastic records not merely satisfactory but of marked distinction.

Princeton is named in this instance only as a typical example. The most conspicuously versatile athlete of recent years was Malcolm Aldrich, of the Yale class of 1922. Aldrich was captain of football, captain of baseball, and won a Phi Beta Kappa key for his studious achievements. He is the only man who ever captained these two major sports in the history of Yale, yet he found time to earn honors in his class work of the highest kind.

High standards in the colleges are firmly upheld by the prevalent examination system. Syracuse University dropped 400 out of a freshman class of 2,000 probationers last February. The ill-fated 400 included leading athletes from the freshman teams—future "varsity" material—and several transfer athletes of known ability. Lehigh dropped, among others, the present inter-collegiate tennis champion and the captain-elect of next fall's football team. At Princeton the stroke-oar and most experienced man on the crew was declared ineligible because of poor standing.

Even in the more easy-going English universities is this policy of "elevation of athletics through scholarship" making marked progress. Due to failure in the February preliminary or "moderation" examinations, Cambridge University has "sent down"—i. e., dropped—the captain of the university golf team and two track men of note. Oxford has followed suit by dropping her most prominent golfing "blue" or letter-man. This is a drastic departure from English university precedent, for the Oxford and Cambridge pedagogues have heretofore dealt leniently with the academic failures of their athletes.

By these elevated standards the American and English university authorities do not seek to abolish or to curtail the sporting aspirations and activities of the undergraduates. The vast majority of college heads and influential professors heartily concur with President Hibben in his rational views. Even President Lowell of Harvard, who provoked much comment last fall by denouncing college athletes as "doltish creatures," retracted to the extent of saying he had no intention of interfering with organized sports.

What prominent educators seek is a well-rounded type of student—"a sound mind in a sound body." Though they will no longer tolerate the laziness and stupidity that so often characterized athletes of the past, they recognize the tremendous value accruing from outdoor sports and inter-collegiate contests. The primary object of a college is to train minds. If this as the prime requisite can be accomplished successfully, then more power to athletics with their attributes of teamwork, sportsmanship, clean living, and good health! That this combination of brain and brawn is succeeding has become manifest.

R. S.

# LEADING ARTICLES OF THE MONTH

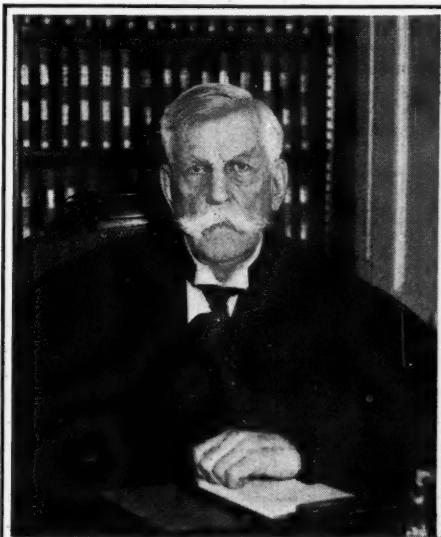
## Justice Oliver Wendell Holmes at Eighty-Five

A MEMBER of the United States Supreme Court for twenty-four years, Justice Holmes passed last month the eighty-fifth of life's milestones. That even was the occasion of many notable tributes in the press to the learning and brilliancy of this veteran of the American bar. The *New York World* said:

There is nothing that we can say which will add to the fame of Mr. Justice Holmes wherever the law is studied. In every high court and in every law school throughout the world he is known and studied and revered as one of the few greatest minds who have dealt with the law in the course of the last century. The fame of Holmes is of an altogether different quality from that of the celebrities about whom we read and write. It is the kind of fame that only a few men in any age acquire; it is the fame of those minds of the first order who affect the character of thought itself.

The depth of such an influence is not to be measured by this decision or that. Mr. Justice Holmes has been for twenty-four years on the Supreme Court of the United States and he has written many notable decisions and many equally notable dissents. He was before that Chief Justice of the Supreme Judicial Court of Massachusetts. Before that he was a lawyer and a teacher of law and the author, back in 1881, of the great book on the common law. And before that he was a lawyer in a Massachusetts regiment and was wounded in the breast at Ball's Bluff, in the neck at Antietam and in the foot at Fredericksburg. Judged by ordinary standards he stands to-day at the summit of a great career. But the record of his honors and his achievements does not tell the best and main part of his story. The quality which gives him greatness of the truest sort, and not mere celebrity and reputation, is that he infused legal thinking with a skeptical realism that may revolutionize it.

In the *New York Times* Mr. Carson C. Hathaway reminds us of the fact that Justice Holmes bears three wounds that he received in the Civil War. He also recalls an article entitled "My Hunt After the Captain," contributed at that time to the *Atlantic Monthly* by Oliver Wendell Holmes, Sr. That was the story of the father's search for the son after he had received the telegram stating that Captain Holmes had been wounded.



JUSTICE OLIVER WENDELL HOLMES, OF THE UNITED STATES SUPREME COURT

Anecdotes illustrating the Justice's sense of humor have long been current in Washington. The *New York World*'s staff correspondent, Charles Michelson, says:

Early in his judicial career—he was a Chief Justice in Massachusetts before he came to the Federal service—he seemed to struggle to suppress a particularly lively humor. The inception of this suppression was that he found it difficult as a young man to get away from the shadow of the greatness of his father and the reflection of his whimsical verses and philosophy.

Once in the big tobacco case a lawyer was arguing and ventured the assertion that any man who smoked cigarettes—this was years ago—was either a fool or a dude.

"Well," commented the solemn Justice, "you may be right. Nobody has ever accused me of being a dude."

This leads Mr. Michelson to comment on certain mental attitudes revealed by the tenor of Justice Holmes' decisions:

The Justice still smokes cigarettes. He has no reputation for teetotalism, but his every decision has been that the Prohibition laws are constitutional, thus following out his theory that the people were entitled to any sort of law they wanted.

Unlike many judges, age has not made him conservative. His views on capital and labor have not varied since the decision that really was responsible for his elevation to the Supreme Court, where he upheld the right of workingmen to strike and picket.

"It can not be said, I think," he then declared, "that two men walking up and down a sidewalk and speaking to those who enter a certain shop do necessarily and always thereby convey a threat of force.

"There is a notion, which latterly has been insisted on a good deal, that for a combination of persons to do what any one of them lawfully might do himself will make the otherwise lawful conduct unlawful.

"Free competition means combination, and the organization of the world now going on so fast means an ever increasing might and score of combination.

"If it be true that workingmen may combine with a view, among other things, to getting as much as they can for their labor, just as capital may combine with a view for getting the greatest possible return, it must be true that when combined they have the same liberty that combined capital has to support their interest by argument, persuasion and the bestowal or refusal of these advantages which they otherwise lawfully control.

"I can remember when many people thought that, apart from violence or breach of contract, strikes were wicked and organized refusals to work. I suppose that intelligent economists and legislators have given up that notion to-day."

This is a familiar thought by perhaps our greatest jurist. At a Harvard Law Association dinner in New York ten years ago he voiced another thought.

"When twenty years ago," he said, "a vague terror went over the earth and the word Socialism began to be heard, I thought and still think that fear was translated into doctrines that had no proper place in the Constitution or the common law. I do not think the United States would come to an end if we lost our power to declare an act of Congress void."

## A Challenge to Modernists

THE department entitled "Religion and Life," conducted by Dr. Harry Emerson Fosdick in *Harper's Magazine* (New York), while not participating directly in the debate between the Liberal and Conservative wings of Protestant Christianity, has still made valuable contributions to that discussion. One of the most timely of these is the survey of "The Dangers of Modernism" in the March number. Dr. Fosdick, himself very generally regarded as the head and front of Modernism, shows in this article that he is even broader than the system of belief with which his name is commonly associated.

In his opening paragraph he laments the fact that men of to-day, forced by a false notion of partisan loyalty into adherence into sharply divided groups of thinkers, have reached the point where they are able "to believe everything evil about the other side and everything good about their own." At the present juncture Dr. Fosdick would like to see "Fundamentalists with honest doubts about fundamentalism and Modernists with some searching misgivings about Modernism."

Dr. Fosdick quotes approvingly an American Liberal's summing up of the present situation as a division between "arid Liberalism" and "acrid Literalism." The great fault which this leader of Modernists sees in some members of his own following is a

"notorious spiritual aridity." Dr. Fosdick has nothing but praise for those who see only peril to religion in the divorce of faith from intelligence. He contends that there must be a cordial alliance between religion and intelligence, and that such an alliance must be fought for. But in this contest there is a danger to the Modernist also.

A fundamentalist minister who, with all his fundamentalism, loves men and is centrally interested in the inward life which men live with God and their own conscience, will do much more good than a modernist who, in desperately trying to be modern, forgets what religion is all about.

This type of "arid Liberalism," says Dr. Fosdick, is Fundamentalism's best friend. The fact that St. Francis of Assisi knew less about the physical world than any child in a modern grammar school did not stand in the way of his becoming a saint for all time, and in Dr. Fosdick's opinion, "while many a modern man is as up-to-date as the last news from the laboratory can make him, that does not prevent his being an abysmal Pagan." Many a Liberal preacher, says Dr. Fosdick, "is so anxious to be rational that he forgets to be religious."

The challenge to the Modernist lies in the demand for constructive effort:

The liberal movement in Christianity never can expect to arrive at any hopeful conclusion until it thus quits its superciliousness about the churches

and, without abating one jot of its conviction about their follies, sets itself resolutely to build out of them the kind of churches that this new generation needs. If it can do that, it wins. If it cannot do that or refuses to try, it will evaporate. Its vagueness and nebulosity are its chief popular handicaps now; but wherever some church breaks through the exclusive features of its own denominationalism, supersedes them, becomes inclusive of the community's best spiritual life and so exerts a dynamic force for real Christianity which no right-minded person in the town can gainsay, there liberalism gets a local habitation and a name. That is an argument understood of the people.

And to do that requires patience, sympathy, courage, and hard work to a degree that evidently overtaxes the resources of some modernists.

The whole matter is summed up in Dr. Fosdick's concluding statement that Modernism as a movement of protest and criticism has the faults of its qualities, but it is time it recovered from them. "If it is to serve any abiding purpose, it must pass through protest to production, through criticism to creation."

## Two Enterprising Publishers

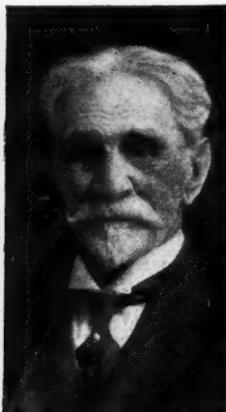
DURING the month of February there passed away two men whose names in the imprints of books had become household words in America. Mr. Henry Holt became a publisher in New York more than sixty years ago. He successfully met the competition of such experienced houses as those of Harper, Appleton, Putnam and Scribner. Christopher Morley, writing in the *Saturday Review of Literature* (New York), says that it was Daniel Coit Gilman, then librarian of Yale and later to become the first president of Johns Hopkins, who turned young Holt toward the publishing career. Gilman said: "If you find on a book the imprint of Ticknor & Fields, it is probably a good book." Young Henry Holt thought that it would be a worthy ambition to have merited such a tribute as that. It became true of the Holt imprint in later years.

Mr. Holt was himself the author of books in various fields, and late in life he conducted a magazine of his own, called at first the *Unpopular Review* and later the *Unpartisan Review*. His "Garrulities of an Octogenarian," pervaded by his characteristic humor, must be set down as one of the best American autobiographies of the present century. The *Nation* (New York) concludes its appreciation of Mr. Holt with these words:

The chief distinction of Mr. Holt, after all, was that he was an educated publisher. There have never been many of his kind, and there are none too many now. A good publisher will be a good business man, and Henry Holt was that; but in addition he will possess a disinterested love of wisdom and good literature, will know how to talk more than gossip with his best authors, and will be capable of some degree of authorship himself. American publishing was never in a more enlightened or flourishing state than it is at present. Its state would be something like perfect if all of its representatives were equipped as was Henry Holt.



WM. C. BOBBS



HENRY HOLT

Speaking of Mr. Holt's aspirations for authorship and his contributions in varied fields of publication, especially in economics, the *Publishers' Weekly* (New York) says:

Few men have triumphed in more fields than Henry Holt and few men have won more thorough respect and affection from their brethren of the publishing calling.

Thirty years after Mr. Holt had found a place for himself in the group of outstanding New York publishers a young bookseller at Indianapolis, Mr. William C. Bobbs, made up his mind that his city needed a publishing house and he proceeded forthwith to put the Hoosier metropolis on the map as a new center of bookish activities for the Middle West and the nation. Authors representing many localities and varied forms of literary expression have become known to the American public through the medium of the Bobbs-Merrill publications. Since 1895 Mr. Bobbs has been the president of that organization.

## British Engineers Report on American Industrial Efficiency

BY SPECIAL permission the *Review of Reviews* of London publishes extracts from an important confidential report on American prosperity by two well-known British engineers, Mr. Bertram Austin and Mr. W. Francis Lloyd. These gentlemen recently visited the United States to make a special study of American engineering, but their conclusions have a general application and are thought worthy of being brought to the attention of British industrialists and workers alike.

These investigators saw the Ford Motor Works, the Westinghouse Electric Works, the Baldwin Locomotive Works, those of the Colt Patent Fire Arms Company, and about one dozen other of the principal engineering plants in this country. They also inspected the organization of several of the chief American banks and technological institutes and discussed the general industrial situation with a large number of American business men whose views they have taken into account. In the course of their report they say:

Exhaustive inquiries and observations disclosed the operation of a uniform policy of industrial management based on some fundamental principles. Among the more important of these principles the following emerged:

- (a) It is more advantageous to increase total profits by reducing prices to the consumer, at the same time maintaining or improving quality, with a consequent increase in the volume of sales.
- (b) The productive capacity *per capita* of labor can be increased without limit according to the progress made in time and trouble-saving appliances.
- (c) Rapidity of turnover makes for small capital requirements, both funded and working capital, *i.e.*, the capital required for shop space (including equipment) and the finance of work in progress.
- (d) It is better that labor should be rewarded by wages bearing some relation to output, the amount of the wages earned by any one man being in no way limited. Contrary to the general belief in Europe, high wages do not necessarily mean a high level of prices. It is to the advantage of the community that the policy of industrial management should be directed towards raising wages and reducing prices.
- (e) It is important that every possible attention be paid to the welfare of employees.
- (f) A free exchange of ideas between competing firms should be advocated.
- (g) The success of an enterprise is, in a large

measure, dependent upon a strict adherence to the policy of promotion of staff by merit and ability only.

- (h) Research and experimental work are of prime importance to progress.
- (i) Elimination of waste is an essential factor in the attainment of national prosperity.

With the progress of invention and with the greater reliability and accuracy of machines it is very clearly realized in America that no limit can be set to the output which can be attained by one man. It therefore becomes important to keep in close touch with inventions and improvements in machinery and after satisfactory trials to adopt the improvements with the least delay. Since this is such an important factor with American manufacturers, what appears to European industrialists to be ruthless and wholesale scrapping of plant is nothing more than a normal means of progress. Depreciation charges therefore figure largely in the accounts of an American manufacturing business.

The American lack of foreign marketing experience is everywhere conceded, and Great Britain is admittedly far ahead of the United States in the development of selling organizations abroad. Messrs. Austin and Lloyd are convinced that for many years to come the attention of American manufacturers will be centered on their home markets, and little or no attempt will be made to develop foreign markets. On the other hand, since the general costs of production in the United States are slowly but surely on the downward grade, foreign purchasers are likely to find it advantageous to establish their own purchasing agencies in America. American products will tend more and more to sell themselves abroad because of quality and price. It will be unnecessary for the American manufacturer to go out and hunt a foreign market.

On the subject of prohibition, Messrs. Austin and Lloyd found the general consensus of opinion among the Americans they met to be that the abolition of saloons was undoubtedly of the greatest benefit to the community.

At the same time it is significant that no one with whom we discussed the subject was in favor of total prohibition. The general feeling is that beer and light wines could without disadvantage be reintroduced to the community provided saloons were not permitted. We were told by the head of a large manufacturing concern that, before prohibition, only 60 per cent. of his men turned up for work on Monday mornings owing to week-end consumption of liquor, whereas the proportion is now 95 per cent.

## Dr. Wallace Buttrick on Education

THE faculty of the George Peabody College for Teachers at Nashville recently obtained from Dr. Wallace Buttrick, chairman of the General Education Board, a brief statement of his views on the subject of education in the form of five propositions. This statement was published in the *Peabody Journal of Education* (Nashville), and has been widely circulated. In a note accompanying the paper President Payne, of the college, declared his sincere belief that the author of the statement "is by native ability, training, experience and disposition, one of the greatest and wisest men who has had to do with public education in the United States during this generation."

Dr. Buttrick begins with the proposition that all education is self-education. No person or institution, he says, can educate anybody. Education is a voluntary process.

Schools and colleges may be helpful; they often are; so with libraries, laboratories, and the association of fellow students. Possibly, but doubtfully, text-books are useful. We are greatly helped by wise and knowing teachers. But all these are not absolutely necessary to education. Pasteur did his greatest work in a dark room under a stairway. Many of the great producers in research had little formal apparatus, but only such things as they could devise and make for themselves. It has long been said that a few good books make the scholar. Great collections of books, often of a miscellaneous character, bewilder us.

The next logical step is the development of capacity for intelligent self-direction. He insists that such capacity should be gained early in life, and refers to the experience of Headmaster Sanderson of Oundle School in England, who in teaching physics to young boys led them to discover and formulate the laws of physics for themselves.

A fault with education in America is too much teaching, too much prescribing of what shall be learned and how it shall be learned. Freedom is what is needed in education. Start a boy right in any subject; better, help a boy start himself right in any subject, and then say to him, Come to me when you get stuck and we will talk it over that we may help each other, but, son, if you are going to be an educated man you must have large liberty in directing yourself.

In education, according to Dr. Buttrick's third precept, will must master mind. We must get the mastery of our minds so that they become working instruments under our control.

Many people who are supposed to have trained intelligence are the slaves of moods. They can only do serious, intellectual work when they "feel like it." Now I have noticed in the observations of a long life that the men and women who succeed in law, in medicine, in business, in preaching, in teaching, in authorship, in research (and they are so few), are the men and women who make their minds serve their wills.

All this leads to the dictum that education ends only with life itself. There is no such thing as a completed course of education.

Education is for life, even down to old age, if one is educated at all. The person who cannot say at the end of any calendar year, "I have learned more during these twelve months than during any previous years of my life" does not belong with the company of immortals called educated persons.

Dr. Buttrick's concluding proposition is that the object of education is character, not efficiency. He means character in the sense of "high and serious purpose, of severe intellectual attainment, of the mastery of mind, of sound philosophy of life."

Dr. Buttrick has little patience with vocational training in college. Mastery of one's self prepares for mastery in any honorable career.

Efficiency is a fine by-product of education, but to make efficiency the object of education is to debase that fine thing which we call character.

For many years we have been greatly influenced by German educational methods, not realizing that the educational process in Prussia at least is designed to promote efficiency. Is this the difference between *kultur* and *culture*? It is a serious tendency which we observe in college catalogues of the present time—this tendency to use the precious four years of college to enable a man to get a living. Those years should be devoted to making living worth while.

But you will ask, How is education, the process of education, this life-long process of education, to be assimilated to character? Let biology answer us—by functioning. The generous use of knowledge and training in promoting the well-being of mankind will return to us in character, in ever-growing high manhood, in satisfactions that perish not, in those qualities of being which live on forever, because they are life.



DR. WALLACE BUTTRICK

## Notes of an American Educator Abroad

**F**EW persons are more competent to give the general reader a clear summary of the status of education in various foreign lands than Dr. Stephen P. Duggan, director of the Institute of International Education. In *School and Society* (New York), the weekly edited by J. M. Cattell and published by the Science Press, Dr. Duggan discourses on education in the Philippines, China, Russia, Geneva, Prague, and Vienna.

Americans may well be proud, says Dr. Duggan, of the educational development in the Philippines since the occupation in 1900. The educational system to-day extends from primary school through university; over one-tenth of the total population of the islands attends; the central government devotes 27 per cent. of its revenues to educational purposes. The instruction is wholly in English, which is becoming the common language of the archipelago. "The desire of the Americans from the very beginning to extend education was equalled by the avidity of the people to take advantage of the opportunity," says Dr. Duggan. Java, India, and China are watching the experiment with close interest—the experiment that is preparing an oriental people for democratic self-government.

In China, education is being used as the chief means of adjustment to the new conditions attending its Renaissance, chiefly the introduction of western culture and institutions. Three types of schools exist. The old-fashioned Chinese schools, even in the more backward regions, are declining in number; the mission schools and colleges, which have trained so many of the leaders of China to-day, and are responsible for many of her finest ideals, are being forced to take a second place by the national and provincial schools. This third type are supported by the intense nationalism alive in China. Dr. Duggan suggests that it may be necessary for the Christian forces to combine in supporting one University, (probably Yengching at Peking), in order to keep the Christian institutions alive at all.

Dr. Duggan particularly mentions that the Student movement is not anti-foreign, anti-Christian, and pro-Bolshevik—it is pro-Chinese. The misunderstanding arises from the fact that the military leaders are continually trying—with occasional success—to use the movement for their own ends.

An interesting phase of Chinese education is the eagerness of both men and women to study in America. "China sends more students to the United States than the whole of Europe, and the American influence on Chinese education is very profound."

Turning to Russia, Dr. Duggan tells of imperfect educational reforms, although primary school teaching has certainly improved. The government, in fact, is concentrating on these schools, attempting to inculcate the coming generation with anti-religious, pro-communist ideas. The universities have suffered greatly from lack of equipment, food, money, and in many cases, adequately trained professors. Too many of them hold their chairs because of their political views. In the field of science however, constant progress and many valuable discoveries have been made. The ministry of education at present is admirably organized and administered. Professor Leboda, its head, is eager to do away with Russia's intellectual isolation from the world, to encourage exchange of students, and so forth.

"It is natural to pass from Moscow to Geneva," says the author. "Both centers profess an international vision, but the methods whereby the vision is to be realized are fundamentally different." Geneva is the coming center for the study of international relations not only, but also the political and social sciences: to this end are the fine libraries, the International Labor Office with its active research department; the many international organizations established there; the visits of prominent men of affairs and statesmen who are responsive to requests for advice and information. The chief curb upon development is a present duplication of effort, and as usual, lack of finances.

What is needed at Geneva, says Dr. Duggan, is an institute of international relations which would incorporate the various branches of study, and confer fellowships.

Prague seems well on its way to realize President Masaryk's ambition for it as "the capital of Slavdom." There is a Russian university for 2000 expatriated Russian students (the professors are also largely persecuted Russians), a Czech university of ancient lineage and high standing, French and Italian institutes, and a recently es-

tailed American Institute. An important step in Czech-American relations is the work on the International Institute in arranging for the transfer of students and professors.

Of the University of Vienna, Dr. Duggan mentions chiefly the obstacles in its way.

The great school which harbored the students of the nine nationalities making up the old Austrian empire, as well as many foreigners, is at present badly crippled in all its branches, excepting perhaps the medical which retains much of its old prestige.

## Housing in New York

THE current discussion of the housing situation in New York is centered on the program presented by Governor Smith to the Legislature for State-aided building at low rentals. In a statement which appeared in the *New York Times* for February 28 the Governor is quoted as saying that he had found that more than half of what the tenant pays goes for interest charges. He also found that the individual builder, in seeking to acquire large sites, frequently encounters serious obstacles. But if he is to build on a scale which will admit of economies in construction, he must have a large tract.

Governor Smith proposes that the State, without becoming a landlord and without lending its credit, shall provide for the issue of bonds against building projects and exempt them from taxes. The bonds may then be sold at a lower interest. Moreover, the State can exercise its power to condemn land for public purposes and thus make possible the acquiring of tracts large enough for economical operations. The Governor continues:

"Let us make no mistake; housing is charged with a public use even more vitally than coal or electricity, or traction or transportation. It is one of the three necessities of civilized existence—food, clothing and shelter. As a fact half of the indispensable equipment of the modern home is supplied by the city. The municipality supplies the water supply, disposes of sewage, acquires or sets aside land for parks, recreational facilities, streets and roads. About all that the individual does in a city is to put up the walls and the roof, and so make ready for the city to step in and furnish the indispensable requisites of sanitary and healthful existence. Shelter is more important than a public utility; it is a public necessity."

"There are really two phases to the problem. The first is the gradual reconstruction of the worst tenement areas in the city. The second is the adoption of a method to provide adequate housing for families of limited income who cannot be served by unaided private enterprises. The plan now before the Legislature covers both of them. It is applicable to the worst tenement areas. It is equally applicable to any part of any city in New

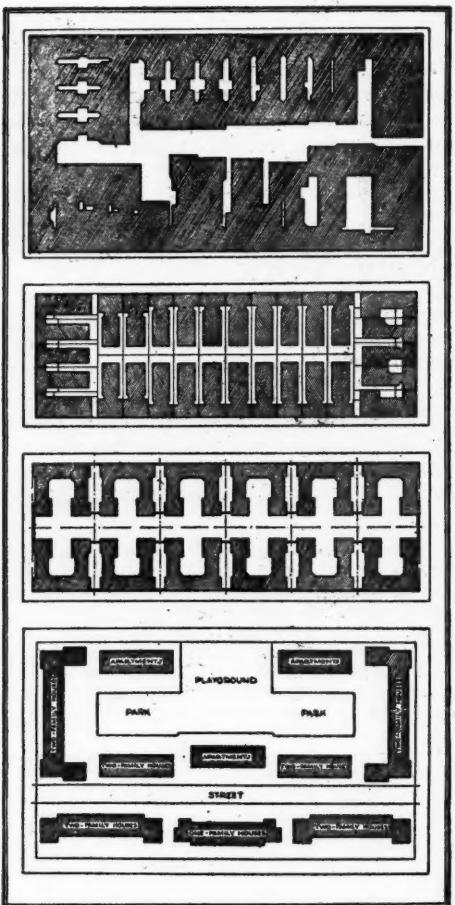
York where it is needed. Under the bill now before the Legislature the State can exercise its powers to provide in quantity the quality of housing required by our legal standards."

As to the charge of "paternalism" which has been brought against Governor Smith's proposals, the *New Republic* (New York) says:

We recognize that such matters as transportation, fuel supply, and the essential municipal services are "touched with the public interest." But in relation to housing, the aspect of things which affects us more directly than almost any other, we have in the past insisted on a *laissez-faire* policy, no matter how disastrous its results. The time has passed in which to be afraid of a word. If we must choose between "paternalism" and a continuance of a situation where two-thirds of the



APARTMENTS RECENTLY ERECTED BY THE METROPOLITAN LIFE INSURANCE COMPANY IN QUEENS BOROUGH, NEW YORK CITY



THE RATIO OF BUILDING SPACE TO GROUND SPACE IN NEW YORK CITY TENEMENT BUILDINGS

(In 1870, under the "Old Law," practically the entire plot was covered by the building. Under the "New Law" the proportion of air space has been greatly increased and in the new "Sunnyside" development, shown in the lower part of the cut, the houses cover only about 28 per cent. of the land)

population of the nation's metropolis are required to live virtually under slum conditions, we think every sensible man must agree as to which is the lesser of the evils.

That the Smith housing plan will not lack the support of capital, is indicated by the offer of the Metropolitan Life Insurance Company to take up the first mortgage paper of the proposed State bank at 5 per cent. It was also reported in the New York press that the Rockefeller interests were ready to take a share in the enterprise.

Meanwhile, some instructive suggestions may be gleaned from the experience of the

City Housing Corporation which was organized two years ago and has built houses and apartments at "Sunnyside" in Long Island City within a fifteen-minute ride from Grand Central Station, New York. This project is fully described in the *Journal of Land and Public Utility Economics* (Chicago), by Professor Richard T. Ely, who has been identified with it from the beginning. This corporation is capitalized at \$5,000,000, divided into shares of \$100 each, and the dividends are limited to 6 per cent. per annum. Already a surplus of \$200,000 has been accumulated. The building has been done in units consisting of one-family and two-family houses and co-operative apartments of six and seven families each. The aim of the corporation is to promote homeownership and not tenancy. A cash payment of 10 per cent. of the purchase price is made and the monthly payment on houses, which includes interest, taxes, insurance and amortization, varies from \$10.50 to \$12.00 a month per room. Variety in skyline and the planting of trees in the streets make the buildings attractive externally.

Dr. Ely is convinced from the experience of the City Housing Corporation that the following conclusions, if not actually demonstrated, are at least "highly probable:"

- (1) Within limitations set by the characteristics of the available land area, it is economically possible for private enterprise in New York City to furnish "decent" homes to people of small means;
- (2) the physical and aesthetic standards of such homes can be raised by careful planning and mass production while purchase prices are kept reasonable;
- (3) financing of home acquisition by the amortization plan can safely be spread over 22 years without endangering regular, though limited, dividends;
- (4) speculation may be adequately checked by using the device of a three-year, self-canceling third mortgage of \$1,000;
- (5) a certain amount of tenancy is indispensable as an additional incentive to ownership;
- (6) limitation of dividends to 6% does not necessarily prevent the accumulation of a surplus or check the inflow of private capital;
- (7) private enterprise can improve standards without sacrificing reasonable profits, without sweeping governmental aid or subsidy, and without demoralizing the housing market.

These methods and standards will be tested further as development of "Sunnyside" goes on and as similar experiments are started in other localities. So far as present experience goes in the vicinity of New York, the above conclusions seem warranted by facts. The present writer believes that these results have immense significance, both economically and socially, to private builders and public officials, and to all thoughtful citizens interested in social progress and the enrichment of economic science.

## The Jazz March

**PAUL WHITEMAN**, the "Jazz King," whose justly famous orchestra has invaded even the portals of the Metropolitan Opera House, has taken to print. Mr. Whiteman has a calling. He believes that "jazz" is the authentic expression of America's musical spirit, and he wishes to introduce it, carefully orchestrated and executed with the dignity which it merits, to the public which has given it birth. An article in the *Saturday Evening Post* (Philadelphia) written in collaboration with Miss McBride, relates much of the history of jazz, which perforce is also a history of Paul Whiteman. Of the origin of jazz, he says:

There was every reason why jazz should have burst forth at the touch of a hundred or more orchestra leaders in 1915. The time was ripe for almost any explosion....

... Americans—and the term included Slavs, Teutons, Orientals, Latins—lived harder, faster than ever before. They could not go on so without some new outlet. Work was not enough. And America had not yet found out how to play....

Mr. Whiteman insists that he did not invent jazz, nor even introduce it to the North—two Chicago showmen did that, and Bert Kelly, one of them, is credited with the invention of the name, which has remained in spite of repeated efforts to find a more dignified term for the modern American music which it represents.

What Mr. Whiteman did was to orchestrate this music. He came by his musical knowledge and interest naturally, as his father has been music director of Denver Schools for many years, and his mother was a professional singer in oratorio and choir. At sixteen, before jazz was heard of, Mr. Whiteman hinted at his future vocation by "ragging" the classics, much to the entertainment of the fellow members of the Denver Symphony in which he then played first viola.

When Mr. Whiteman heard his first jazz he was playing in a San Francisco sym-



A TYPICAL JAZZ ORCHESTRA

(Note the Instruments)

phony. He resigned the next day, and joined the jazz band. Two days later he was "fired" because he "simply could not get the hang of" the new music. From then on, however, his story is one of continual effort, until he mastered and excelled in his chosen field.

Writing from a different angle in *Vanity Fair* (New York) Mr. Whiteman justifies the young American composer's recourse to jazz for inspiration. "As far as the American composer is concerned," says Mr. Whiteman, "the old forms are written out. Even in Europe where they were born and developed hardly anybody fusses with them now."

We are so accustomed to following the lead of Europe in musical matters that we have only just begun to think and experiment in a modern way ourselves. But times have changed, and Europe who now comes to us for physicians and engineers, for theater-architects, and others, has also taken up our jazz:

Jazz is the only item in American musical composition which has ever attracted the slightest attention in Europe. The reason for that is simple

enough—it is the only *original* idea we have produced.

Mr. Whiteman's concerts this season are to show the very latest developments in jazz, with the aim, also, of spreading the love of music gradually throughout the country. He recommends his music as an easy step for America's musical Babbitts which will lead them from the popular fox-trot to Beethoven's "Eroica" with hardly a quiver.

It is Mr. Whiteman's belief that music is most effective when coördinated with the other arts. His classical jazz concerts, therefore, are to be accompanied by pictorial and lighting effects. Such men as Carpenter, Leo Sowerby and Deems Taylor, whom he commends for their serious treatment of jazz, are also exponents of this. The jazz-ballet is on its way to becoming a distinctly new and American musical form.

"Skyscrapers," John Alden Carpenter's jazz-ballet, has been acclaimed by public and critics at the Metropolitan during the past month. With background designs by

Robert Edmond Jones, America's leading stage designer, and with the assistance of Samuel Lee in planning and executing dances and pantomimes, with startling lighting effects, and with music which derives its inspiration in part from Stravinsky, in part from jazz, and in large part from Mr. Carpenter, the effect is one of "Restlessness—American restlessness, the restlessness of the big American city, the restlessness of its work and of its play," says the *Outlook* (New York).

The ballet is built upon the theme of incessant change from work to play under the terrific tension and speed of American life. The *Outlook* says:

In the accounts of this ballet pantomime too much emphasis has been laid upon the elements of jazz in it. Undoubtedly throughout, both in the orchestral score and in the dance forms, there is a rhythm and a spirit that jazz has seized upon and almost claimed for its own. But all that is American is not necessarily jazz, not even when it is most spirited and most restless. What Mr. Carpenter does in this score of his is to take jazz as he takes the other sounds and movements of American city life and blend it with the rest of the ingredients to make up his musical interpretation.

## Teaching the Deaf by Radio

THE training of deaf children so that they may be useful and happy members of society is one of the many humane services of modern science. Paul Paddock in *Popular Mechanics* (Chicago) for March, tells us of some modern methods as they are practised at the Central Institute at St. Louis. The most modern of all is the use of the radio in determining degrees of deafness and in instruction.

The use of the radio for these purposes has been especially developed under Dr. Max Goldstein, founder of the St. Louis institution, and Miss Connery, its principal. It has led Dr. Goldstein to the belief that there is perhaps no totally "mute" person. Totally deaf persons do not learn to talk because they cannot hear others speak, but by the right methods they can be taught.

The realization that the sense of hearing is perhaps only a modification of the sense of touch—a theory advanced by the English physicist John Tyndall, has led to the many important devices which help children to hear through their fingers, and to depend upon vibration for their knowledge of sound.

The institute already has made two definite advances in this work. First, application of radio principles and those of the telephone has enabled teachers and investigators to determine accurately degrees of deafness, and to prepare graphic charts of a child's hearing for the guidance of instructors. Second, by a radio amplifier, remnants of hearing are stimulated so that the capacity for receiving sounds is widened in pupils not entirely deaf. Its service here promises immeasurable benefit, for only a small percentage of congenitally deaf children can be proved profoundly and totally deaf, and of all the children at present in schools for the deaf, it has been found that more than 30 per cent. have some degree of hearing.

The apparatus used for this stimulation is a regular large cabinet containing radio-amplifiers. Headphones—regulated separately as to the volume of sound output, according to the degree of hearing defect in each pupil—are attached so that a number of children can be tested and given treatment at once. The source of sound is a phonograph record or the human voice through a mouthpiece which may be attached to the amplifier.

Some children who, at first, fail to distinguish the difference between simple vowel sounds, after periods of training, lasting from three months to a year, and practising with the amplifier only a few

minutes daily, demonstrate their ability to hear whole phrases of spoken language. Constant repetition of the same sounds is required to achieve these results, just as repetition is necessary in teaching a normal child to walk.

Mr. Paddock points out that this use of the radio is still in its infancy, and holds great promise. The amazing results of other methods of training in every day use at the

Institute are such that the visitor may hear totally deaf children repeating a variety of sounds by interpreting the vibrations of a voice as they strike upon a piece of paper tightly stretched as a vibrating diaphragm across the larger end of an ordinary megaphone, or chanting in time to music by means of placing their hands lightly on the vibrating piano strings.

## The Sad Case of the American Indian

**I**N SPITE of the fact that a good deal of sentiment now attaches to the public attitude toward the American Indian, little has been done in a political or sociological way to solve the problems he presents.

The *American Bar Association Journal* (Chicago) reminds us, in an article by Colonel Jennings C. Wise, the counsel who litigates the few Indian rights, that a recent act (June, 1924) elevated the status of the Indian from political wardship to full citizenship, and that many laws and customs, designed for the former situation, and no longer suitable, have not been changed.

The report of the Indian Commissioner for 1924 showed that there are about 150,000 full-blooded tribal Indians who hold still their land in common under the protectorate of the United States.

The story of the Indians' property relations with the government is briefly this: In 1776 the general attitude gave them about as much right to the lands they roamed as the buffalo. Washington's plea for just treatment of them was in vain. Monroe unsuccessfully proposed to give them land individually; then to concentrate them in Indian Territory. During the period of migration to the coast the white man encroached more and more on the Indian Territory. This was a veritable reign of terror for the Indians, who were slain by the hundreds. Under President Grant, the Indian Homestead Act of 1875 and the Dawes Act of 1887 were passed,—the first real recognition of governmental responsibility. The measures were designed to absorb the aborigines into the economic and social order by education and the individual allotment of land accompanied by citizenship. This work, however, has gone on far too slowly.

In general, the governmental policy has been one of responsible trusteeship toward

the remaining lands in Indian possession. Unaccountably, however, the government has just set precedent aside and declared that Congress has the right to do as it will with this property, without allowing recourse to the courts on the part of the Indian.

In a more popular phrased discussion the *Scientific American* (New York) says:

Far more has been done for the Negroes in sixty years, for the Filipinos and Hawaiians in thirty years, than has been done for the Indians in a century and a half.

In 1492, say ethnological experts, there were 918,000 aborigines within the continental limits of the United States. In 1910 there were 403,000 so-called Indians, of all degrees of mixed blood. In 1924, there were only 320,497 legal Indians, only 162,602 of these full-blooded.

The startling decrease during the last few years is laid to many causes: One of the chief ones, according to these articles, is the fact that on their meagre reservations, the Indians, no longer savages, are forced to cling to the outworn social organization of the tribe. Under these stultifying conditions, they are further denied the benefits of enforced education, adequate medical aid, hospitals, homes and asylums. The work of thorough conversion to Christianity has not been done, and remnants of the tribal religions suffer persecution by insufficiently informed officials. [A discussion of this phase of the matter, with particular relation to recent rulings made by the Commissioner of Indian Affairs against certain religious ceremonies of the Pueblo Indians, which amounts to a negation of the American citizen's right to religious freedom, is to be found in the *Independent* (Boston) for March 6].

Colonel Wise makes a strong case for the right of the Indian to litigation under the protection of the government for such

trespasses and offenses, and both articles close with a plea for a careful investigation of the needs and rights of the Indian, by a committee of men suited to the task, so

that Congress, acting on the report of such a committee may devise the necessary laws and put into effect a policy designed to solve the Indian problem.

## Spanish Studies in the United States

**S**PAIN, of the Old World and the New, her language and culture, have from early times held an important place in the curricula of American schools and colleges. Spanish studies are now receiving more attention than ever before in our educational institutions. A survey of activities in this field of scholarship is contributed by Henry Grattan Doyle to the *Bulletin of the Pan-American Union* (Washington, D. C.) for March. Professor Doyle occupies the chair of Romance Languages at George Washington University.

In the opening paragraphs of his article Professor Doyle reminds us that some of the foremost American men of letters in the past—among them Prescott, Irving, Longfellow, Lowell, Howells, John Hay, and numerous others—were keenly interested in Spanish history, literature or folklore. But it is primarily with the popular study of the Spanish language and literature that his article deals. The real beginning of Spanish studies, he says, seems to have been at Harvard University in the year 1816, when Abiel Smith bestowed upon that seat of learning an endowment of \$20,000 to establish the "Smith Professorship of the French and Spanish Languages and Literatures and of Belles-Lettres."

Other institutions which took up Spanish at an early date were: Yale, in 1826; Miami, in 1827; Columbia, in 1830; and Princeton in 1830. Their example was promptly followed by other colleges and many secondary schools. The subject, however, was not a required one.

After devoting much space to a review of the work done, in the past and in recent times, by eminent American scholars in the more advanced fields of Spanish instruction, Professor Doyle takes up the subject of elementary Spanish in the secondary schools. The period between the close of the Spanish-American War and the opening of the Panama Canal witnessed a marked growth in the number of pupils studying Spanish. In 1915 the number had reached 35,000 and was increased more than seven-fold

two years later when the United States entered the World War, and German was dropped from the curriculum in many schools. Apropos of this Professor Doyle remarks:

. . . Between 1915 and 1922, it is estimated that German dropped from an enrollment of approximately 312,000 to approximately 19,000; that in the same period French increased from approximately 136,000 to approximately 391,000 and Spanish from approximately 35,000 to approximately 263,000. During the same period Latin also increased from approximately 503,000 to approximately 687,000. In other words, German lost about 293,000, French gained about 255,000, Spanish gained about 228,000, and Latin gained about 184,000. Undoubtedly many students abandoned German for Spanish at the outbreak of hostilities. In view of the figures given above, however, it is impossible to say that the growth in Spanish was mainly due to the unfortunate decline in German. There was no such decline to account for the relatively rapid growth of Spanish between 1910 and 1915 (from approximately 5,000 to approximately 35,000). Moreover, French and Latin enjoyed an unprecedented relative increase at the same time (1915-1922) that German was suffering a decrease. These figures should be considered also in the light of the enormous increase at the same time in the total number of students enrolled in secondary schools; between 1914 and 1921 approximately 990,000 were added to the total enrollment, or more than had been gained in the preceding twenty-five years. When one considers that many of these pupils had the privilege of studying more than one foreign language, the gain in Spanish does not seem disproportionate. It is absurd, I believe, to credit the decline in German with being more than a mere contributory cause to the increase in Spanish, or to attribute to that decline any permanent effect upon Spanish as distinguished from French, or Latin, or, indeed, other subjects in the curriculum.

Professor Doyle attributes the phenomenal increase in the study of Spanish to "fundamental geographical and cultural considerations" which "make Spanish especially attractive as a foreign-language study for young Americans."

The increased enrollment in Spanish has resulted in a greater number of Spanish teachers and the establishment of the American Association of Teachers of Spanish, with a present membership of 1,400. The association publishes six times a year

a periodical called *Hispania*, coöperates with various Spanish organizations and awards medals to students.

The Pan-American Union at Washington is likewise mentioned as an agency which has proved itself of marked value to American teachers of Spanish.

In concluding his article and recapitulating, Professor Doyle says:

Spanish was one of the first of the modern humanities to engage the attention of American scholars. It has given us some of our best remembered men of letters. American Hispanists have made substantial contributions to various fields. The study of Spanish in our schools and colleges is in a healthy state, and our teachers are displaying a sound professional spirit. We are justified in expecting a continuance of popular interest in the subject, and a steadily increasing effectiveness in our teaching and research.

## Physical Education for All as a College Aim

**C**ONTRARY to the prevalent belief that physical education in colleges is largely confined to football and the development of the super-athlete is an interesting report by Harry A. Scott, Director of Physical Education at the University of Oregon.

Mr. Scott, writing in *Nation's Health* (Chicago) for February, says that a policy of basing physical education on the expressed interests and desires of the students themselves, of fitting the man to the task by careful examinations, of providing adequate facilities for use in the students' leisure hours, shows a result of 93 per cent. of the men in college engaged in some physical activity. Says Mr. Scott:

Once habits of exercise are firmly established in the student, it is likely that the transition from college to business or professional life will be made without sacrificing the practice of regular physical exercise, which is so essential to the continual well-being of the individual.

In order to determine the major interests of the Oregon students, all entering students are asked to name those activities in which they are most interested, and desire to become proficient. This has resulted in a somewhat surprising list:

Swimming was mentioned 220 times, tennis 168, track and field 140, basketball 122, hiking 113, diving 101, baseball 96, golf 95, boxing 71, life-saving 59, football 52, wrestling 49, handball 43, fencing 35, tumbling 32, apparatus work 23, and soccer 6.

In no case has a student expressed himself as not desiring to gain skill in one or more activities. The interest is in some cases dormant; in others over-developed, and the task of the university is to develop or control as need be, with the aim of all-round proficiency for all.

The method of the university is briefly as follows: A physical examination is given

every student, and his degree of fitness for mental and physical activity is determined. The physically fit are then given various classification tests, and the student passing them may choose his field of major interest and enter into it with great freedom. Those failing to classify register in physical education classes where they are trained up to the standard of agility and proficiency of the classification test.

The department provides facilities and opportunities for instruction in handball, swimming, diving, life-saving, boxing, wrestling, fencing, tennis, squash, tumbling, apparatus work, volleyball, golf, basketball, baseball, football, track and field, soccer, and speedball. The geographical location of the university offers ample opportunity for hiking, mountain climbing, and horseback riding.

With regard to the problem of the "star athlete" is the following paragraph:

Athletics always play an important part in any physical education program. Men going out for teams are given full credit for their work. Upon completion of a season, the student is required immediately to engage in another activity. In this manner a varsity athlete learns to play recreative games which will be of vast importance to him as a means of obtaining much needed exercise when he can no longer participate in the more strenuous athletic activities.

Special attention is given to men classified as having health defects. They are taught the diagnosis of their case and are given corrective programs. They are also required to engage in a recreative program in keeping with their defect which will provide them with a lifelong means of obtaining needed exercise.

The School of Physical Education at the University of Oregon is unique in that it organizes under one head all agencies dealing directly with the health of the student. It controls the departments of physical education for men and women, the department of intercollegiate athletics, and the university health service.

## The Small-Town Newspaper and Party Politics

**W**ITHIN twenty years conditions have changed radically in this country regarding publication of country newspapers, so far as political partisanship is concerned. In the March *Scribner's* (New York) Mr. Will Rose, the editor of a small-town paper in Pennsylvania, describes the revolution that has taken place, from the publisher's standpoint. He says:

Only four reasons for partisan newspapers ever existed.

Two of them were partisan ownership and patronage (legal advertising), both obvious.

The remaining two reasons were closely allied. In the beginning, all news was political news and a newspaper had nothing to print unless it was fighting the cause of a political party. Gradually, two dominant parties created two ready-made subscription lists. If you remember anything of the latter part of the nineteenth century in America, you know that it was utterly impossible for one news-

paper to serve the members of both parties. Therefore there were at least two newspapers in every community, and both were strictly partisan.

The four reasons, then, were: first, partisan ownership; second, legal advertising; third, limitation and character of the news; fourth, an aggressive and divided public.

Changing conditions have negatived all of these four reasons for partisanship. The policy of the small-town newspaper to-day belongs absolutely to the public. The publisher's position is that his people will not favor any party when the party is wrong, but will stand for what is right regardless of party. The publisher will accept the advertising of any party or any candidate on a strictly cash basis. The rule to-day is that the newspaper should divorce itself from politics just as every other successful line of business has done.

## Instalment Purchase of Automobiles

**T**H E phenomenal increase in sales of automobiles, growing ever larger, has been an outstanding feature of the present era of prosperity in America. To what extent is this expansion due to the ease with which dealers, within recent years only, have made it possible for the public to buy pleasure cars out of income rather than capital? The *American Bankers' Association Journal* supplies the answer to that question, so often raised, in an article by C. C. Hanch, who is general manager of the National Association of Finance Companies.

A careful tabulation has been made, the investigator having especially in mind the volume of retail automobile "paper" outstanding at a given time, which is the important item from the banker's viewpoint.

He found that three-fourths of all motor vehicles are now sold on the instalment plan. According to the Automobile Chamber of Commerce, there were produced last year 3,833,000 passenger cars and 492,000 trucks. The wholesale value was \$3,000,000,000, and the retail value (including dealers' expenses and profits, war taxes, and freight) was \$4,100,000,000.

Of that sum approximately \$1,000,000,000 worth was bought and paid for outright; and \$3,100,000,000 represents the retail

value of new automobiles purchased on the instalment plan in 1925.

One-third of the purchase price, on the average, is a "cash down" payment, the remainder being notes. The average note on new cars (payable in twelve monthly instalments) is \$530; on trucks, \$765. It should be remembered that the dealer immediately sells these notes to what is known as a "finance company," which in turn borrows money on them—for new loans—at banks. "The loss ratio has been very small," declares Mr. Hanch, and "automobile time sales paper under standard terms has established a reputation for soundness second to none."

But the dealer, in most cases, is required to guarantee the notes. His losses are therefore greater. A survey last November, based on a full year's record of two hundred finance companies, showed that the dealer was obliged to take repossession in 1.75 per cent. of sales where the cash-down payment was one-third of the full price; when the down payment was only one-quarter, 3.8 per cent. of the cars were taken away from purchasers unable to complete payments; and when the cash accepted was less than one-fourth, 11 per cent. of the cars were repossessed.

It was found that the total of deferred

payments on new automobiles bought last year was \$2,100,000,000. In addition there were deferred payments on used cars of \$900,000,000. This made a total volume of new and used car paper during the year of \$3,000,000,000, half of which was outstanding at any given moment.

Mr. Hanch believes that there is a present tendency to keep instalment terms

within safe limits, and "if this situation is not upset by excessive competition among manufacturers, bankers undoubtedly will continue to loan large sums of money to prudently managed finance companies, so that a large production of automobiles may be continued and the general prosperity of the nation promoted." This credit aspect furnished the motive for his survey.

## Twenty-Five Years Ago

**B**USINESS and war: these were the principal topics of discussion in April, 1901. Such is the impression gained by one who reads now the pages of the REVIEW OF REVIEWS after an even quarter-century has elapsed.

Wars and rumors of war, fortunately, were not of great magnitude. The Filipino insurrection was collapsing after the spectacular capture of Aguinaldo by General Funston and a party of fellow officers in disguise. The Boer rebellion was likewise drawing to an end. Russian and Japanese rivalry over Manchuria was such that "readiness for war" formed the theme of two articles in this periodical for May, 1901 (though the conflict did not come until three years later).

Business was entering upon a most interesting period. There was, it is true, an anthracite coal crisis, averted only by wise leadership. There was also a threatened railroad strike, on the Jersey Central, and actual suspension in a Pittsburgh steel plant. But these were passing phases. The real news of the period was the creation of the United States Steel Corporation, and the two men of the month were Andrew Carnegie, who sold out and retired, and Mr. J. P. Morgan (the elder), who headed a syndicate of bankers promoting the merger. Mr. Charles M. Schwab became president of the new corporation, at the age of thirty-nine.

Mr. Carnegie had been giving away libraries at the rate of one each day over a period of months, and was so accustomed to do all things in a large way that he offered the people of New York in March, 1901, sufficient money, in a single gift, to erect sixty-five branch libraries.

Mr. Morgan, besides being the most prominent person in forming the new Steel Corporation, was the principal representative of coal-carrying railroads interested in

the threatened coal strike, was actively concerned in the labor troubles of the Jersey Central and the Pittsburgh steel mill already alluded to, and found time meanwhile to back Mr. James J. Hill, president of the Great Northern Railway, in purchasing the Chicago, Burlington and Quincy system. In the midst of this activity Mr. Morgan sailed for Europe, and while abroad began an accumulation of British steamship lines!

In the field of politics and government, President McKinley was being inaugurated for the second time, and Theodore Roosevelt was beginning his brief occupancy of the vice-presidential office. Judge Taft was Civil Governor of the Philippines. Elihu Root was in the cabinet, the only member still living except Lyman T. Gage, who now resides in California. President Benjamin Harrison had died on March 13, 1901, and a few days earlier occurred the death of William M. Evarts, the distinguished New York lawyer, who had been Attorney-General in the cabinet of President Johnson and Secretary of State in that of Hayes.

The Senate and the whole country were debating a proposal made by Mr. O. H. Platt, of Connecticut, to limit debate in the upper house. Conditions there were such as to inspire a cartoonist to picture the Senate as a talking machine, at that time a somewhat new device. The appropriations of Congress for the fiscal year then about to begin totaled \$480,000,000—compared with \$3,736,000,000 for this present year. What we spent in 1901 would run the country only seven weeks now.

Again, as last month, we suggest to contemporary readers the advantages that come from finding an excuse to peruse occasionally the volumes of a news magazine of an earlier period.

## America in the Foreign Press

**P**ROPAGANDA both for and against America rages in the French and English press. In the French monthly reviews of high repute, however, no matter what their attitude toward America, their plea to their own countrymen is the same: for her own prosperity, self-respect, and future welfare, France must bend every effort toward meeting her financial obligations.

In an article entitled "The True Attitude of the United States" in the February *Revue Mondiale* (Paris), which he and his father have owned and edited through a long and honorable career, Louis-Jean Finot pleads for French tolerance and responsibility toward the nation's creditors.

M. Finot makes two main points: (1) America's right to expect payment, and (2) France's obligation to herself to pay, both for the continued good-will of the American people who can destroy her credit with the world, and for the recovery of her own equilibrium.

Regarding the American attitude toward payment: Americans, while their incomes would be luxurious in France, are also hard-pressed at home. When they undertook the foreign loan they expected payment. The Government plans to allay discontent by easing the high cost of living with the payments of the foreign debt. Further, tourists in France do not see her suffering and her efforts at rehabilitation, and return with a false impression of France's status, and therefore of her willingness to shoulder her responsibilities. "It seems their right to believe also," says M. Finot, "that the longer the agony of repayment is drawn out, the harder it will be to pay."

From France's point of view, in order to escape American interference in internal affairs, in order to maintain economic peace with America, who could so easily down France, and the rest of the world, in an economic war, it is up to France to make every effort to pay.

We are reproached with not doing so. We are not doing so to the maximum of our abilities.

The whole press of the country should aid in the task of affirming our good-will. Once it is made tangible we can be assured of a rapid arrival at true accord. France's future will be assured, and the people of France will find that by honoring their obligations they have found again the equilibrium which has been lacking for the last few years.

In the *Revue de Genève* (Geneva) for January, Marshall Kempner makes a plea for a kinder interpretation of American capitalism by the debtor nations. He says: "The French opinion of Wall Street is no less than calumny. It embodies all that is false in the hatred of the capitalism to which we owe our national prosperity...."

The French forget, M. Kempner pleads, that the welfare of the American farmer, writer, industrialist, and merchant is also bound up in the welfare of Wall Street. What passes there affects the money markets of the whole world.

The injustice of the feeling against the bankers whose loans actually saved Europe from ruin after the war deserves to result in a withdrawal of future credit, which would jeopardize world prosperity and world peace.

Perhaps less kindly is the spirit in which the *Correspondant* (Paris) reprints an article from *Blackwood's Magazine* (London), which declares that the American's fetish, progress, is a fetish of gold. The article is the result, or, rather, one of many similar results in the English press, of Secretary Hoover's recent speech on the economic status of America.

"Who but Americans can draw in dollars with one hand, and distribute ideals with the other," exclaims the Briton. Americans believe firmly in progress and in the advance of intelligence, and they see proof that they have both, in the fact that they have more money than anyone else.

The *Spectator* (London) writes "On Hating America," deplored that British friendliness for America, which was greater before the war than American friendliness toward Britain, is now on the decline. The author explains the antipathy as the result of Britain's inability to understand America's attitude in entering the war, toward debt payment, her prosperity while England suffers, her position on prohibition (which has been greatly exaggerated in the English press), and the fact that America has usurped commercial leadership of the world—and keeps talking about it.

The only sure cure which the writer in the *Spectator* knows for this antipathy is that all Englishmen should visit the United States, for they almost invariably return singing its praises.

## American Plays on the British Stage

**A**N ENGLISHMAN, writing for the *Atlantic Monthly* (Boston), takes a more kindly view of America than the commentators in the preceding article. Neil Forbes Grant, English dramatist of note, credits the United States with having souls as well as material wealth.

Mr. Grant is writing particularly of the English stage, always susceptible, he says, to foreign influence, which has to-day outgrown its dependence on Europe—excepting perhaps Pirandello, and is looking toward America. He notes “the growing influence of the American play, the American novel, and above all, the American short story” as indication of the fact that the United States can no longer be regarded as a mere market, but is becoming “a reservoir of culture and a community capable of dumping on us ideas.”

It is a moot point whether more American players and plays come to England or more British plays and players go to the United States, but certainly the growth in the importations from the other side of the Atlantic has been very noticeable in the last ten years. . . . It is not unusual to find seven American plays or musical comedies running in London at the same time.

The explanation is far more than the bond of language, which is often exaggerated. Mr. Grant lays much to the natural curiosity and laziness which he says are a large part of the Britons’ make-up. It is much easier for the British manager to choose a play which has been acted, which has already been brought to life off the printed page, and which has stood up under the fire of a critical audience, no matter how different from an English audience.

Another important factor in the success of American drama abroad is the superior technique—not of the actors, but of the playwrights. Mystery and crook plays, which rely so largely upon this technique of exit and entrance rather than upon inner qualities, are particularly well-handled by the American dramatist. These plays are

not only imported, but are also copied strenuously and successfully by the British.

The purely intellectual influence of the American dramatists on the English stage is due in large part to the recognition Britain has accorded one man—Eugene O’Neill. Others, too, are winning notice: Mr. Richman with “Ambush,” Mr. Rice with “The Adding Machine,” Mr. Stark Young, and others.

One advantage the American playwright has over the Englishman, says Mr. Grant, is that he is able so often to discover a fresh, unsophisticated milieu. The English public welcomes ardently such plays as “Sun-Up,” which opens the unknown world of the Tennessee mountains to it.

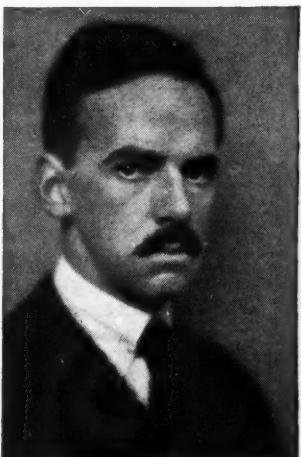
Of acting, Mr. Grant notes as one American peculiarity, the glorification of the star. He says:

In England, the star is taking a smaller and smaller part in the average play, due to the absorption of the average dramatist in the theme rather than in the commercial possibilities of his play, and to the policy of the managers in seeking to get a good company together rather than to subsidize expensive personalities.

Mr. Grant notes the teamwork, the conscientiousness of American actors, who take it all more seriously than do English actors. To the English Mr. Grant attributes superiority of diction; to the American, superiority of gesture; more poetry to the Briton; more scholarliness to the Yankee.

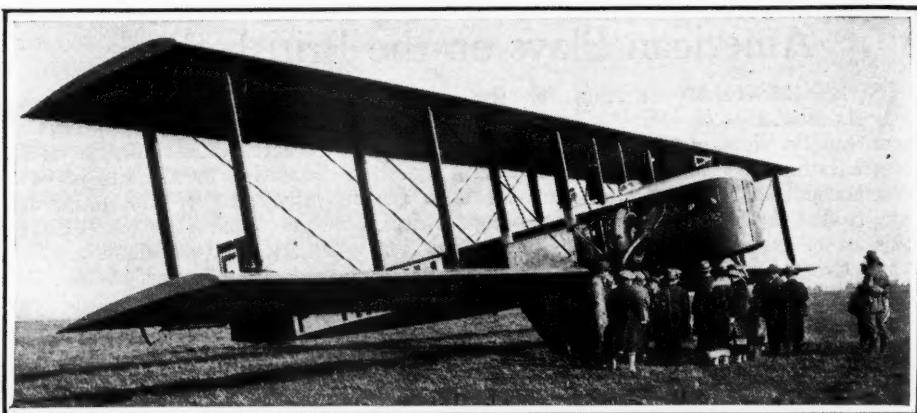
I think I have said enough to show that the American stage is now a direct, potent, and beneficial influence in London. Technically it has always been good, intellectually it is making its voice heard more and more, and many of its artists are now entitled to call themselves London favorites. And London does not take everybody to its bosom.

A further tribute to Mr. O’Neill appears in the March *Contemporary Review*. While the conservative author deplores the setting up of Mr. O’Neill in the place of Shaw, Tchekov and others, he writes fully and fairly about the playwright and his works.



EUGENE O'NEILL

(One of the American dramatists whose work has met with the marked favor of the British theater-going public)



A FRENCH AIR LINER AT THE CROYDON AIRDROME

## Commercial Aviation in Europe

THOSE who travel usually include in their tales of adventure to those who do not travel the fact that they flew from London to Paris, or from Paris to Vienna ("Oh, not a bit scary; everyone does it abroad, you know!") until the cautious stay-at-homes are thoroughly impressed with the fact that Europe is a network of commercial air lines, at not too exorbitant rates, which are regarded as sane and even trustworthy means of transportation.

Earl W. Elhart, writing in the *Nation* (New York) for February 24, confirms these beliefs and adds many interesting facts, among them the explanation of the superior development of European over American commercial aviation. The air lines which cover the north of Europe, carrying thousands of passengers and tons of freight each year, are ever increasing in number, efficiency and safety. Yet in spite of this, commercial aviation has never been profitable in the past, is now operating at a loss, and holds no prospect for improvement in the immediate future.

Even the Dutch K. L. M. lines, considered one of the most efficient in Europe, earn scarcely more than 50 per cent. of expenses.

The explanation lies in the fact that "In all of Europe there are no unsubsidized lines in operation," declares Mr. Elhart. In 1920, when Europe faced the alternative of abandoning the industry or subsidizing it, the governments without exception recognized the value of the development of aircraft industry, for the

commercial future, and for purposes of national defense.

As a result, the present and potential value of the lines is far beyond the number of passengers and tons of freight carried, although the figures which are obtainable—they are jealously guarded by the respective governments—show impressive increase during the past year. The services operate between all the capitals of Europe and many other points, regularly and safely. Flying and ground personnel are being trained and facilities developed, the habit of traveling by air is being cultivated: in brief, a solid foundation for a working system of air transportation has been built up.

It takes twenty-two hours to go from Berlin to London by the fastest railroads and ships. By air it can be done in nine. From Berlin to Paris, the previous time record of twenty hours has been cut down to nine and one-half.

On many of the lines the fare is little more than the railroad fare. From London to Paris, the most popular route, patronized extensively by tourists, the fare is forty dollars, and this is ten dollars more than it was last year. An important feature of the service is the weather forecasting service, of which France has the most efficient, whereby planes in flight receive regular reports from an air port on fog and storm conditions ahead.

The German lines are the most numerous and the most advanced, making connections with other air lines, express trains and

boats, until Berlin has become the "hub" of Europe. And all this in spite of the fact that the Council of Ambassadors has restricted the German companies both in the size of the planes built and the horse-power of the motors.

Of all European countries, Russia undoubtedly stands in greatest need of the services of the airplane. Tremendous distances and disturbed railroad conditions make the several "Red" lines important links in holding Russia together, and to Europe. It is estimated that the air lines between Russian and Siberian ports would cut down the time of travel to one-fifth what it is to-day.

Holland, Switzerland, Denmark, Sweden,

Poland, and Finland all have at least one air line, while the larger powers, France, Germany, Russia, and England, each operate anywhere from three to nine lines.

Mr. Elhart says in conclusion:

Two salient facts stand out in European commercial aviation. First, commercial air lines are in actual operation, the volume of traffic is steadily increasing, and everywhere additional services are being planned or put into operation. Second, commercial lines cannot be operated without state aid, barring some revolutionary invention or discovery.

It remains to be seen whether commercial aviation will be further developed and supported by a continuation of the subsidy system, or whether European governments will, as has been the case with the railways, take over and operate the air lines.

## Forty Books Which Have Stood One Year's Test

THE February issue of the *International Book Review* (New York) contains a list of forty books published in America during the year 1924 which the American Library Association considers of international importance. The books have been chosen at the request of the Committee on Intellectual Coöperation of the League of Nations for inclusion in a list of 600 books of all countries which is to be published by the League.

Our readers may be interested in reading this list and noting which books, in the perspective of a slightly later time, have been chosen as representative of the best of America's output of more than 200,000 volumes during 1924.

### *Belles Lettres and Art*

A STORY-TELLER'S STORY, by Sherwood Anderson. (Huebsch.)

LIFE AND LETTERS OF JOHN MUIR, 2 vols., by William Frederic Badè. (Houghton.)

LIFE AND LETTERS OF EMILY DICKINSON, by Martha Dickinson Bianchi. (Houghton.)

PORTRAITS, REAL AND IMAGINARY, by Ernest Boyd. (Doran.)

BARE SOULS, by Gamaliel Bradford. (Harper.)

GENIUS OF STYLE, by William C. Brownell. (Scribner.)

MARK TWAIN'S AUTOBIOGRAPHY, 2 vols., by Samuel L. Clemens. (Harper.)

WILLIAM DEAN HOWELLS, by Oscar Firkins. (Harvard.)

WILLIAM CRAWFORD GORGAS, by Marie D. Gorgas and Burton J. Hendrick. (Doubleday.)

THE PARTHENON AND OTHER GREEK TEMPLES, by Jay Hambidge. (Yale.)

CHARLES PROTEUS STEINMETZ, by John W. Hammond. (Century.)

BARRETT WENDELL AND HIS LETTERS, by M. A. De W. Howe. (Atlantic.)

STICKS AND STONES, by Lewis Mumford. (Boni & Liveright.)

THE MAN WHO DIED TWICE, by Edwin A. Robinson. (Macmillan.)

JOSEPH PULITZER, by Don Seitz. (Simon & Schuster.)

AUTOBIOGRAPHY OF AN IDEA, by Louis H. Sullivan. (Press of American Institute of Architects.)

WOODROW WILSON, by William Allen White. (Houghton.)

### *Travel*

VOYAGING SOUTH, by Rockwell Kent. (Putnam.)

### *History*

THE AMERICAN REVOLUTION, by Charles H. McIlwain. (Macmillan.)

HISTORY OF THE AMERICAN FRONTIER, by Frederick L. Paxson. (Houghton.)

AMERICAN COLONIES IN THE EIGHTEENTH CENTURY, 4 vols., by Henry L. Osgood. (Columbia.)

### *Law*

INTERNATIONAL LAW AND SOME CURRENT ILLUSTRATIONS, by John Bassett Moore. (Macmillan.)

### *Natural Science*

GALAPAGOS, by William Beebe. (Putnam.)

THE CHARACTER OF RACES, by Ellsworth Huntington. (Scribner.)

HUMAN ORIGINS, 2 vols., by George G. MacCurdy. (Appleton.)

GENERAL CYTOLOGY, by Edmund V. Cowdry. (Chicago University.)

EVOLUTION, by Vernon Kellogg. (Appleton.)

### *Philosophy*

THE DISCOVERY OF INTELLIGENCE, by Joseph K. Hart. (Century.)

PSYCHOLOGY, by Everett D. Martin. (People's Institute Pub. Co.)

*Religion*

THE MODERN USE OF THE BIBLE, by Harry E. Fosdick. (Macmillan.)

CONTRIBUTIONS OF SCIENCE TO RELIGION, by Shaler Mathews. (Appleton.)

HISTORY OF RELIGION IN THE UNITED STATES, by Henry K. Rowe. (Macmillan.)

*Social Science*

HISTORY OF THE FOREIGN POLICY OF THE UNITED STATES, by Randolph G. Adams. (Macmillan.)

SOCIAL PSYCHOLOGY, by Floyd H. Allport. (Houghton.)

AMERICAN ECONOMIC HISTORY, by Harold U. Faulkner. (Harper.)

THE CAUSES OF INDUSTRIAL UNREST, by John A. Fitch. (Harper.)

SCIENTIFIC STUDY OF HUMAN SOCIETY, by Franklin H. Giddings. (North Carolina University.)

NON-VOTING: CAUSES AND METHODS OF CONTROL, by Charles E. Merriam and Harold F. Gosnell. (Chicago University.)

LAW AND MORALS, by Roscoe Pound. (North Carolina University.)

ORIGINS OF SOCIOLOGY, by Albion W. Small. (Chicago University.)

## Books That Children Themselves Like

**A**T LAST the scientific method has been used with telling effect to discover which books children really like best. The importance of such a study need not be emphasized, and the lists which are the results of the investigation will be welcomed by teachers and parents all over the country.

Carleton Washburne and Mabel Vogel of the Winnetka, Illinois, public schools (widely noted for individual instruction) have compiled the lists and reported on them in the *Journal of the National Education Association* (Washington) and, in the preface of the lists themselves, published by the American Library Association as the "Winnetka Graded Book List."

Since reading is the most fundamental of all school subjects, and since the scientific study of the eye movements (University of Chicago) has shown the amount of damage which can be done by assigning to a child reading material which is too difficult for him, it is desirable to have a book-list graded scientifically on the basis of careful statistical research. . . . The Carnegie corporation, through the American Library Association, granted a fund to prepare such a list. . . .

Through the co-operation of some 800 teachers scattered through thirty-four cities in various parts of the United States it has been possible to find out what books are read and liked by 36,750 children. . . . The list is graded not according to the actual school grade of the children, but according to the grade to which their reading ability corresponds.

The reading ability of the children was determined by the Stanford Reading Test, given to each child who during the following year balloted on all the books he read, and gave his reasons for liking them.

Books which the children liked but which a carefully picked committee of librarians considered trashy or unsuitable have not been included in the list, and books of unquestionable literary value

have been starred. With each book is given a representative comment showing why the children like it.

Mr. Washburne further points out that many books which librarians, teachers, and parents believe children should read are not included in the list. Whatever their commendable qualities, they evidently do not appeal to children.

The books are grouped according to grades. All the data as to the intensity with which the children liked them, whether they are boys' or girls' books primarily, and why they are liked, is given with each book. On the third-grade list one finds practically no books with literary value. Even standard fairy-tale collections, such as Grimm's, do not come into favor until the fourth grade. Other books on the fourth-grade list are the "Child's Garden of Verses," "Little Black Sambo," "Peter Pan," "At the Back of the North Wind," the tales of "Peter Rabbit," and "Jeremy Fisher," and Defoe's "Robinson Crusoe."

A few of the books on the fifth-grade list are "Pinocchio," "Black Beauty," Andersen's "Fairy Tales," "Alice in Wonderland," and "Peter Pan and Wendy."

Favorites of the sixth grade are "Heidi," "Robinson Crusoe," "The Jungle Book," Lang's "Fairy Books," "Robin Hood," "Water Babies," "King Arthur," and "Rip Van Winkle."

The lists are particularly valuable for the titles of the less well-known books which the children prefer in many cases to the books of higher literary merit. These books are all good, and good for the children, as far as the careful Winnetka workers can discover, and the way to interest many children who have hitherto scorned reading may perhaps be found through some of these less acclaimed books.

A  
Civi  
tribu  
Vol.

Th

conv

so fr

our

500 p

of st

to th

Wha

the f

it di

So w

of C

Moha

the t

first

New

the s

found

Altho

of sch

of the

versy

ackno

The c

Ernes

Semin

Gener

Dr. F

Semin

Dr. S

Counci

"Chris

sion."

from r

have h

volum

My

mans,

This

land's

withou

came f

ally an

Booth,

and Sie

The i

growth

partic

been n

woman

industr

eighties

# THE NEW BOOKS

## History and Memoirs

**An Outline of Christianity: the Story of Our Civilization.** Dodd, Mead and Company, Distributors. In five volumes. Vol. I: 429 pp. Ill. Vol. II: 505 pp. Ill.

This work represents a serious attempt to supply convincing evidence of the truth of the statement so frequently made that Christianity is the basis of our civilization. In five volumes, of from 400 to 500 pages each, it is proposed to combine the answers of statesmen, scientists, clergymen and sociologists to these questions: What has Christianity done? What is its use to-day? What can it do for us in the future? Such a work could have little value if it did not present the viewpoints of many groups. So we find among the contributors to the "Outline of Christianity" Catholics and Protestants, a Mohammedan, a Hindu and a Jewish Rabbi. Of the two volumes which have thus far appeared, the first describes the beginnings of Christianity in the New Testament period, and the second carries on the story through the fifteen centuries in which the foundations of modern civilization were laid. Although both these volumes give the latest results of scholarly research in such matters as the sources of the Gospels and the history of the early Church, there is a notable absence of material for controversy. The writers of the various chapters are acknowledged authorities, each in his own field. The directing editors of the first volume are Dr. Ernest Findlay Scott, of the Union Theological Seminary, and Dr. Burton Scott Easton, of the General Theological Seminary of New York City. Dr. F. J. Foakes Jackson, of Union Theological Seminary, is directing editor of the second volume. Dr. S. Parkes Cadman, president of the Federal Council of Churches, writes an introduction on "Christianity—Its Accomplishments and Its Vision." The work is beautifully illustrated, chiefly from reproductions of famous paintings. We shall have further comment to make as the succeeding volumes make their appearance.

**My Apprenticeship.** By Beatrice Webb. Longmans, Green & Co. 442 pp.

This revealing story of the youth of one of England's leaders in modern social research is perhaps without a parallel in literature. Beatrice Webb came from the British aristocracy to become literally an apprentice to such investigators as Charles Booth, the author of "Labor and Life of the People," and Sidney Webb, who later became her husband. The important part played by the Webbs in the growth of the British Labor Movement, and particularly in the MacDonald Ministry, has long been recognized on this side of the Atlantic. A woman who made a career for herself as a writer on industrial and social problems in the England of the eighties and nineties, Mrs. Webb must be regarded

as in every sense a pioneer. But her book is not wholly taken up with her own professional successes. There are in it intimate glimpses of Herbert Spencer, Thomas H. Huxley, Joseph Chamberlain, John Morley, H. H. Asquith, and other notables of the period.

**Joseph Chamberlain and English Social Politics.** By Elsie E. Gulley. (Columbia University.) Longmans, Green & Company, Agents. 340 pp.

Joseph Chamberlain at the height of his fame was everywhere known as an imperialist and tariff reformer. In this monograph Miss Gulley reminds us of Chamberlain's earlier days when his ambitions lay in the direction of municipal and social reform. It was as Mayor of Birmingham that Chamberlain entered politics. His attitude on the questions of national education, church disestablishment, land reform and labor legislation has been studied in detail and is clearly set forth. Like Sidney and Beatrice Webb, Mr. Chamberlain was one of the pioneers among English leaders in devoting such attention to social problems as is given to-day by statesmen almost as a matter of course.

**Allenby of Armageddon.** By Raymond Savage. With a Preface by David Lloyd George. Indianapolis: The Bobbs-Merrill Company. 352 pp. Ill.

"The Last Crusade" was the phrase with which the English-speaking world acclaimed the brilliant work of Lord Allenby during the last two years of the war which resulted in the taking of Jerusalem and the conquest of the Turks. The story of the entire career of Lord Allenby is told in this book. It has not been generally known in this country that Allenby is a direct descendant of Oliver Cromwell. He was distinguished in France during the war for his handling of the British cavalry in Belgium and his victory in the Arras sector. During those campaigns his son, Michael, was killed by stray shrapnel.

**The Letters of Queen Victoria.** (Second Series.) Published by Authority of His Majesty the King. Edited by George Earle Buckle. Longmans, Green & Co. Vol. I: 637 pp. Vol. II: 690 pp. Ill.

This second series of Queen Victoria's letters covers the period from the death of the Prince Consort to the signing of the Treaty of Berlin—a time in which five Prime Ministers served Great Britain, and in which Her Majesty herself became an Empress. Our own Civil War led to strained relations between the two great English-speaking nations, but these were happily composed by the

*Alabama* claims settlement. Most of the Queen's letters to her ministers during those years are here published for the first time. They reveal Victoria as a monarch directly concerned and accurately informed regarding foreign affairs during her reign. Her characterization of Bismarck and the Prussian policy, following the war with France in 1870, seems strangely prophetic when read in the light of later events. The Prime Ministers, it must be admitted, do not gain materially from the publication of the correspondence. The venerable Palmerston appears as the school bully, stooping to "tell teacher" on the doings of the youthful Gladstone. It has all along been known that Disraeli was the Queen's favorite and that she never really liked Gladstone. Nothing in the newly published letters tends to discredit that general impression.

**The Tour of the Prince of Wales to Africa and South America: an Intimate Record** by Ralph Deakin. With an Introduction by H. R. H. the Prince of Wales. Philadelphia: J. B. Lippincott Company. 302 pp. Ill.

What would have been Queen Victoria's thoughts if someone had intimated to her that one of her great-grandsons would be proclaimed as "the greatest salesman in the world" and would go out to "sell" the British Empire to Africa and South America? Yet that is just what has been said concerning the recent tour of H. R. H. the Prince of Wales to England's African protectorates and to Argentina, Chile, and Peru. The story of that famous trip is well told by the special correspondent of the *London Times*. In his account he gives particular attention to the local customs and charac-

teristics of the various countries which the Prince visited on his triumphal journey.

**'Microbe Hunters.'** By Paul de Kruif. Harcourt, Brace and Company.

The authentic history of the great bacteriologists whose achievements have revolutionized modern life, has become a drama under Paul de Kruif's able and scholarly pen. In a series of papers devoted to the battles which each man fought he brings before us not only the achievement but the living man with his frailties as well as his genius. De Kruif himself is a bacteriologist, and he shows profound appreciation for the difficulties of this battle with the unseen. His book is a worthy tribute to such men as Koch, discoverer of the tubercle bacillus, Pasteur with his lack of reverence for scientific facts, Spallanzini, Metchnikoff, Leeuwenhoek, Theobald Smith, Bruce, Ross, Walter Reid, and Paul Ehrlich.

**A History of the Pharaohs.** By Arthur Weigall. 328 pp. Dutton.

Mr. Weigall's latest book is the first in a series which will cover all Egyptian history. It is a contribution to Egyptology as well as to literature, for he has come to an entirely new conclusion about chronology which may or may not be accepted by scholars, and he has unquestionably written a readable story of the first eleven dynasties. Two of his many digressions tell of the origin of Osiris worship, and of Bolshevik uprisings comparable to our own. Anyone who is at all interested in Egyptology will find this an absorbing book.

## American Biography

**Abraham Lincoln: the Prairie Years.** By Carl Sandburg. Harcourt, Brace. 2 v. 496 pp. 488 pp. Ill.

Carl Sandburg was born on the prairies, near enough to the town of Lincoln's birth, and soon enough after his death, to hear all the Lincoln stories before they became myths. He has pictured only the years before Lincoln went to Washington, in a simple, almost bare but intense style, unawed by his subject, and has produced a human and honest biography which is absorbing reading, and ought to do much to bring Lincoln with new reality to school-children and grown-ups.

**Andrew Jackson's Campaign Against the British.** By Mrs. Dunbar Rowland. Macmillan. 424 pp. Ill.

It is almost a century since Andrew Jackson was first elected President, but to this day the historians are describing the various episodes of his life and bringing to light new and heretofore unknown material. There have been few more popular figures in our national history. The most recent contribution to our knowledge of Jackson's military career is this account of the operations in Mississippi Territory in the War of 1812. It was that campaign against the British, culminating in the Battle of New Orleans, which made Jackson a national leader

and did much to bring about his election to the Presidency in 1828. Yet it is a strange fact that the details of Jackson's activities in Mississippi have been largely overlooked or imperfectly presented by historians. Mrs. Rowland, wife of the director of the Mississippi Department of Archives and History, has based her narrative of Jackson's campaign on original sources. The story has popular interest and is well authenticated.

**George Croghan and the Westward Movement: 1741-1782.** By Albert T. Volwiler. Cleveland: The Arthur H. Clark Company. 370 pp. With maps.

The hero of this book was neither a fighter nor a statesman. He was, in truth, a prosaic Indian trader, colonizer and land speculator—a realtor, if you will. During the period between the French and Indian War and the Revolution he was active among those men who organized land companies to develop the newly acquired territory beyond the Appalachians, and more than most of the leaders of that time he envisioned the coming importance of that region. To understand the westward movement of that time we must know something of the motives and ambitions that guided such men as Croghan in their various enterprises. Professor Volwiler's study of this pioneer is an excellent piece of work.

## Books of Timely Interest

**Porto Rico: History and Conditions—Social, Economic and Political.** By Knowlton Mixer. Macmillan. 329 pp. Ill.

Porto Rico, which possibly we should remind our readers is an integral part of the United States, is not as well known to our people as it should be. A book like Mr. Mixer's offers a convenient introduction to the history and present condition of the island. Although a large part of the work is properly devoted to the story of Porto Rico's development, the point of view is fixed in the present and the discussion deals with the problems of to-day.

**Nice to Evian—By the Route Des Alpes.** By Henri Ferrand. Boston: The Medici Society. 153 pp. Ill.

**The Dolomites.** By Gabriel Faure. Boston: The Medici Society. 143 pp. Ill.

As motoring is more and more resorted to by American tourists in Europe, this series of "Picture Guides" will be increasingly appreciated. There are charming scenic illustrations, and informative text material, suggesting routes for the intending traveler, whether by motor or train.

**How to Draw Cartoons.** By Briggs. Harper & Bros. 133 pp.

Clare Briggs' advice to would-be cartoonists might be summed up in three statements: Acquire a good, solid education which may or may not include art instruction; seek a position, however humble, in the art department of a newspaper; draw anything and everything all the time. In this book he supplements his own opinions with those of

sixteen fellow craftsmen. The volume contains neither lessons nor rules, though there is much helpful advice. The greater part of the book is most entertaining and informing comment upon the current work of popular cartoonists. Briggs himself had the advantage of a university education (Nebraska). He went into the art department of the St. Louis *Globe-Democrat* thirty years ago. Since 1914 his work has been syndicated by the New York *Tribune*, though real success was first achieved in service on Chicago newspapers.

**Ouroboros: the Mechanical Extension of Mankind.** By Garet Garrett. The To-day and Tomorrow Series. E. P. Dutton.

**Lycurgus: the Future of Law.** By S. S. P. Haynes.

**Pygmalion: the Doctor of the Future.** By R. M. Wilson.

For men and women who would keep abreast of modern thought are these books, and the several others which speculate about the various phases of life in future times. Others in the series are Haldane's "Dedalus," Bertrand Russell's "Icarus," and Vernon Lee's "Proteus"—to name but a few of the most outstanding. In these latest, Mr. Garrett believes that even as Ouroboros, the fabulous snake who swallowed his own tail, our machines will eventually destroy us. Mr. Haynes, an English lawyer, in his attitude toward the future of law, has been rightly called a "discouraged optimist." Dr. Wilson sees in the future of medicine ever-increasing recognition of the principle that the total organism is more significant than its separate parts.

## Women, Men, and Novels

IT SEEMS to be common knowledge—at least one sees it stated often enough—that the women in America make up by far the largest part of the novel-reading public. Nine-tenths of them, however, so James L. Ford tells us in an article on "One Woman in Ten" in the March *Bookman*, are content with any sort of novel at all, so long as it is light enough. Seemingly, then, the tenth woman, and all men who bother to read at all make up the audience to whom authors consciously or unconsciously address their best work.

Therefore we, who aim to cull the best of a month's fiction, also address ourselves to the tenth woman and all men, *quod erat demonstrandum*.

Obviously the first book to name, while we are on the subject of women, is Storm Jameson's "Three Kingdoms" (Knopf). It has a heroine with whom Stuart Sherman, eminent editor of *Books*, declares himself in love, and whom he recommends to the tender mercies of women, because "women are, in their candid intervals, both the sharpest critics and the most delicate appreciators." As the title suggests, the story is of a woman who tries to rule three, really four,

kingdoms—her husband, her son, her business, and her lover.

But Miss Jameson's vivid heroine is by no means the only one of the month. "Aricie Brun" is a lovely woman in a novel of that name by Emile Henriot, translated by H. L. Stuart and published by the Viking Press. The *Saturday Review* (New York) says: "The quiet charm and beauty of this prize novel of the Académie Française is in violent contrast with the shrill heresies of modern letters in France."

Another French story, less pleasant perhaps, but of great power according to the reviewers, is Raymond Escholier's widely-read story of a lonely girl who faces blindness, "Comes the Blind Fury" (Dodd, Mead). Mr. W. B. Maxwell's "Fernande" (Dodd) is an unusually fine novel about a woman "who was born to be the helpmate of some great and noble man," but whom circumstances so disharmonized that she all but destroyed the men who loved her (*International Book Review*). Sylvia Thompson's "Hounds of Spring" (Little, Brown) is called by the editor of the *Atlantic* "a drama of woman's right to live her own life" in which "the reader is utterly face to face with the naked truth."

These are strong words for Mr. Sedgwick. Hamilton Gibbs calls it the first significant post-war novel; and John Crawford calls it, among other encomiums, a more subtle and profound performance than "The Constant Nymph."

"A Daughter of the Samurai" by Mme. Sugimoto, a little Japanese lady now teaching at Columbia, is one of the most refreshing and illuminating books of the season. It is the general opinion of those who have voiced opinions that its author has added much to the mutual understanding of Americans and Japanese. It is a simple tale of her upbringing in Japan, her transportation to America, and her return.

Wallace Irwin's "Mated" (Putnam) is a story of the effect of divorce on the next generation. Aside from being a well told and entertaining story, it drives "toward significant and thought provoking conclusions," says the *International Book Review*. "Cousin Jane" by Harry Leon Wilson (Cosmopolitan) not only rivals "Bunker Bean" and "Merton" in herself, but is surrounded by a whole group of fascinating persons. Ruth Suckow, with "The Odyssey of a Nice Girl" (Knopf), has won admiration and censure. The Boston *Transcript* calls it a "supreme success" because it deals imaginatively and significantly with the shopworn theme of the growth of a not exceptional girl.

#### *Men Are Heroes Too*

Any masculine readers who have persisted thus far may be relieved to know that there are quite as many books with gentlemen heroes. Scott Fitzgerald's "All the Sad Young Men" (Scribner) is by no means a sad group of stories, and is universally considered the best book he has done. Mr. Fitzgerald, it is conceded, is growing up. "Pig Iron" (Dutton) is Charles Norris' realistic account of an unhappy successful business man; "an Alger book turned inside out," says Joseph Krutch. Not a reviewer but uses the term ironic in regard to it. The hero of Eden Philpotts' "George Westover" is considered by the London *Times* a superb figure of a man. Gertrude Bone's "This Old Man" (Macmillan), "a leisurely account of English country-folk," has a place on the Yale *Review's* "Notable Books of the Quarter." So has "Jonah" by Robert Nathan (McBride), a story based on the life of the prophet, written "with refreshing ease and grace."

"Verdi: A Novel of the Opera," translated from the German of Franz Werfel by Helen Jessiman, and published by Simon and Schuster, combines fiction and fact in a romantic and dazzling story, with many digressions. It is largely about Verdi's relations with Wagner: "Dismissed from musical recognition by the advent of Wagner and the new music . . . dejected, dissatisfied, uninspired, Verdi becomes obsessed by the figure of his rival . . ." (From a review by Louis Kronenberger.)

"Lolly Willowes, or the Loving Huntsman"

(Viking Press) by Sylvia Warner, is in Christopher Morley's opinion "that pungent and satisfying kind of thing that one hugs to one's tenderest rib." Verner von Heidenstam, Nobel prize winner ten years ago, and leader of the Swedish romantic school, has written a two-volume saga entitled the "Tree of the Folkungs" with many generations of heroes in its pages. The *New Statesman* calls it "rich in detail and characterizations, with a fine modern appreciation comparative to that of Hamsun." It begins with the eleventh century.

#### *Novels of All Sorts*

These novels with a high flavor of biography or history admixed are very popular. John Trotwood Moore, in the course of a good adventure yarn, "Hearts of Hickory" (Cokesbury Press), tells us great deal about Andrew Jackson and the indomitable Davy Crockett. Stephen Vincent Benét's "Spanish Bayonet" tells of the conquest of Florida by the English.

Elsie Singmaster's "Bred in the Bone" (Houghton), Helen Hull's "Surry Family" (Macmillan), Bojer's "Emigrants" (Century), and Heyward's "Porgy" (Doran) are stories respectively of the plain people of Pennsylvania, of Michigan, of the Norwegian-American colonies on the Great Lakes, and of the Negroes of the South, all of them prominent in the leading reviews.

Other outstanding novels of the month, several of them on Brentano's Best-seller lists, are Philip Gibbs' "Unchanging Quest" (Doran), interesting peace propaganda; Mary Borden's "Jericho Sands" (Knopf), love propaganda; A. Williams-Ellis' "Noah's Ark" (Doran), a "gay story of the storms confronting young love"—N. Y. *Times*; Sherwood Anderson's "Plumed Serpent" (Knopf), a Mexican story read only because Sherwood Anderson wrote it, say exasperated critics; and I. A. R. Wylie's "Black Harvest" (Doran), a sleep-destroying story of religious mania.

Some important reprints include Haldane Macfall's "The Wooing of Jezebel Pettyfer" (Knopf) [if you missed it the first time, here is your chance]. Morley Roberts' "Rachel Marr" in the *Blue Jade Library* (Knopf) is, according to Fred Pattée, one of the best choices that could be made for this library whose business is to resurrect undiscovered masterpieces. He believes it is one of the really great novels of the century.

A worthy sequel to his "Gallery of Rogues" is Charles Kingston's "The Bench and the Dock" (Brentano), while another excellent literary product of the present interest in crime and criminals is the new edition of "The Newgate Calendar," edited and introduced by Henry Savage (Edwin Mitchell, publisher). It is "written in lusty, sinewy English" with the old illustrations. "The Blind Goddess" by Arthur Train is a novel based on the ins and outs of the criminal courts.

